Chapter 18 Karting

App.1  Organisers Regulations
App.2  Circuits
App.3  Equipment for Kart Race Events
App.4  Officials
App.5  Race Procedures
App.6  Short Circuit specific Judicial provisions
App.7  Competitors Regulations including clothing and Licences
App.8  General Technical Regulations
App.9  Long Circuit specific Technical Regulations
App.10 Kart race technical drawings with dimensions
App.11 Karting Yearbook – specific Class Technical Regulations
2024 NATIONAL COMPETITION RULES

CHAPTER 18 KARTING

This Chapter incorporating the ASN Karting Yearbook Appendix 11 must be read in conjunction with Chapters 1 - 6 and 9 -11.

The following Appendices apply to this Chapter:

- App. 1 Organisers Regulations
- App. 2 Circuits
- App. 3 Equipment for Kart Race Events
- App. 4 Officials
- App. 5 Race Procedures
- App. 6 Short Circuit specific Judicial provisions
- App. 7 Competitors Regulations including clothing and Licences
- App. 8 General Technical Regulations
- App. 9 Kart Race technical drawings with dimensions
- App. 10 Karting Yearbook – specific Class Technical Regulations

Definitions and General Prescriptions

Data Logging Device: recognised as a device that will allow the downloading of information from the Kart. A revolution counter that monitors maximum revs is not considered a Data Logging Device.

Kart: a small four wheeled racing Vehicle with a rigid frame and no suspension of the wheels. The engine(s) including any electric powertrain driving the rear wheels only and these rear wheels must be joined by a single piece rear axle with no differential action between them. The Driver will be seated with feet to the fore.

Kart Category: a Category regulating age and may also regulate height and / or weight of the Driver in any Class.

Kart Class: a Class within which Kart Racing takes place defined by the engine or other criteria.

Region: A grouping of individual Recognised Kart Clubs as recognised for the time being by the ASN.

Standard Club Event: Is any Event which is run on a Recognised Kart Club’s monthly set schedule and which forms a round of the Club Championship.

Steel (in respect of the following regulations): Structural steel or structural steel-alloy meeting the ISO 4948 classifications and the ISO 4949 designations. Only alloy steels having at least one alloy element with a mass content of ≤ 5% are allowed.

Championships

1. No Championship may take place until an ASN Championship Permit has been issued.

2. The Notice of Intent and Regulations must be submitted to the ASN in accordance with the timescales laid down in the relevant NCR (see Chapter 4).

3. Any Championship for which awards either Race by Race or as the result of a Series of Races include cash or goods in lieu of cash or in which a sponsor’s name or title is used in connection with the title of the Championship or Series is deemed a Commercial Championship and subject to a Registration Fee which will...
be notified by the ASN.

4. In the case that a round is cancelled due to reasons of safety or Force Majeure the Championship Permit holding Club is entitled contrary to Chapter 3 App.10 Art.4.d to arrange an alternative date (and if necessary Venue) upon which to run the Event provided that 85% of the Competitors entered for the Event agree to the change. Only those entered for the cancelled Event may take part in the alternative Event.

New Kart Classes

5. The acceptance by the ASN of any new non-gearbox Kart Class (except Bambino) is subject to the proposed Class being currently certified under ASN Kart Class Homologation Regulations which are available from the Technical Department of the ASN.

6. New non-gearbox Kart Classes (except Bambino) will only be homologated at three yearly intervals the next period commencing 01.01.2026. Applications for new Kart Class Homologations must be made in writing to the ASN by no later than 31st March of the year preceding the next period.

7. Exceptionally any CIK-FIA recognised and/or Homologated Class may be introduced by the ASN at any time.

8. Only one non-gearbox Class per Category will be permitted from any single manufacturer.

Specific Types of Kart Race

9. An Endurance Kart Race is a Kart Race of a minimum of 60 minutes duration where the need to refuel and / or make Drivers stops or changes is an integral part of the Race. Drivers must have reached their 16th birthday. A group of licensed Drivers may be referred to collectively by their Team name without the requirement to hold an Entrant Licence.

10. There are two types of Endurance Kart Events and which require different licence grades:
   a. Engines which do not exceed 17hp in total per Kart Drivers must hold a minimum of a Kart Clubman Licence.
   b. For engines exceeding 17hp in total per Kart Drivers must hold a minimum of a Kart Interclub Licence.

11. A Kart Clubman Event is a Kart Event run primarily as entry level Karting. Competitors must hold the minimum of a Kart Clubman Licence.

12. Senior Kart Clubman. For age 16 years and over. Engines may not exceed 17hp in total per Kart.

13. Junior Kart Clubman. For age 11 to 16. Engines may not exceed 10hp in total per Kart.

Bambino

14. Kart Teams are prohibited in the Bambino Category with the exception of those specifically approved by the Organising Club / Championship. An approved Team must:
   - hold a valid ASN Entrant Licence
   - have at least £5 million Public Liability Insurance
   - have at least the Team Manager with a valid Suitability Check through the ASN.
   - provide discounted space with assistance for a new Driver(s) at an agreed fee for, at least, the Driver’s first Event(s)

15. A Team is a Race legal entity or other racing Team operating commercially and hosting Drivers and providing any race services or covered accommodation whether receiving financial gain or not where the principal is not also the PG Entrant Licence holder.
16. **Bambino Event: Time Trial** training which can only be held on **Circuits** specifically licensed for **Bambino**. **Drivers** must hold a **Kart Clubman (Bambino) Licence** which they can obtain from their 6th birthday and may continue in **Bambino** until the 31st December in the year of their 8th birthday. Full details and criteria are contained within the **ASN Karting Yearbook**.

17. **Bambino Race**: A **Bambino Race** may only be held on **Circuits** specifically licensed for **Bambino Racing** subject to the following:
   a. **Drivers** must be at least 6 years of age.
   b. **Drivers** must have satisfactorily completed an **ARKS** test.
   c. **Drivers** must hold a **Kart Interclub (Bambino) Licence**.
   d. The **Event** format must only provide for timed qualifying heats and final(s).

**Category Restrictions**

18. The **Category**, age and weight criteria are mandated below. Regulations within **App.11** may apply further limitations.

**Class Safety Exemption**

19. For the **Bambino**, **Cadet** and **Inter Categories** only the **ASN** may in its entire discretion authorise a **Driver** to remain in the **Category** beyond the **Category** maximum permitted age due to that **Driver's** low weight and / or height. Any approved **Exemption** will only allow the **Driver** to compete at **Interclub** status **Events** with the benefit of that Exemption (Chapter 1 Art.4).

**Bambino**

20. **Pre-Race** training and racing in accordance with the current **ASN Bambino Karting Regulations** for **Drivers** aged 6 - 8 years. A **Driver** may not compete until the date of their 6th birthday but may continue in the **Class** until 31st December of the year of their 8th birthday.

**Cadet**

21. This is a **Category** for 8 – 12-year-olds.

22. A **Driver** may enter the **Cadet Category** from their 8th birthday or the calendar year of their 8th birthday having proof of satisfactorily completed at least 3 **ASN Bambino Races** (not **Time Trial**). **Drivers** may continue in the **Category** until 31st December in the year of their 12th birthday
   a. A **Competitor** who holds a **Kart Interclub (Bambino Race)** licence may exchange it for a **Kart Interclub Licence** if qualified to enter Cadet. They will be a novice until having satisfactorily completed five **Races**.

23. **Drivers** in the year of their 8th birthday meeting a minimum height of 125cm having satisfactorily completed 3 **ASN Bambino** time trials may move to the **Cadet Category** and be restricted to a single venue subject to:
   a. Having satisfactorily completed the approved **ARKS** course (Please refer to Chapter 6 App.6)
   b. The **Competition Licence** application must be endorsed and submitted to the **ASN** by the **Recognised Kart Club**.
   c. The **Licence** will be held by the **ASN Recognised Kart Club** and remain valid for their **ASN Permitted Cadet Kart Races** only until the **Driver** has either:
      i. reached their 8th birthday; or
ii. obtained the **ASN Stewards** or the **Clerk of the Course** signature on the upgrade card at a minimum of three **Interclub Kart** races.

24. Once the **Driver** has reached their 8th birthday they will be eligible to apply for an unrestricted **Interclub Kart Licence**.

25. Having moved into the **ASN Inter or Junior Category**, a **Driver** cannot revert to the **ASN Cadet Category**.

**Inter**

26. Category for 10-13 year-olds. A **Driver** may enter the **Inter Category** from their 10th birthday or the calendar year of their 10th birthday with a **Kart National Licence**, and continue until the 31st December of the year of their 13th birthday.

27. The minimum **Driver** weight and height and the class weight will be defined in the **Class Regulations**. All restrictions will be within the parameters of the current **Kart Class Homologation** or **Re-Homologation Regulations**.

28. Having moved into the **ASN Junior Category** a **Competitor** cannot revert to the **ASN Inter Category**.

**Junior**

29. Category for 12 to 16 year-olds. A **Driver** may enter the **Junior Category** from the calendar year of their 13th birthday or from their 12th birthday with a **Kart National Licence** and continue until 31st December in the year of their 16th birthday. **Drivers** cannot compete in **Gearbox Karts** until their 13th birthday (subject to individual **Class Regulations**).

30. Having moved into the **ASN Senior Category** a **Driver** cannot revert to the **ASN Junior Category**.

31. A minimum **Driver** weight is required in the **Junior Category**. This weight will be defined in **Class Regulations** and must be within the parameters of the current **Kart Class Homologation** or **Re-Homologation Regulations**.

**Senior**

32. A **Driver** may enter the **Senior Category** from the calendar year of their 16th birthday or from their 15th birthday with a **National Licence**. A minimum **Driver** weight is required for any **Driver** below the age of 16 competing in a **Senior Category** except for **International ITE Licence** holders. This weight is defined in individual **Class Regulations**.

**CIK Classes**

33. For only **CIK-FIA Classes** the **ASN** may authorise variations to the ages above subject to further limitations as per **Class Regulations**.
CHAPTER 18 KARTING

APPENDIX 1
Organisers Regulations General

1. **Organisers** must apply the **Regulations** provided by this Chapter 18 and its Appendices and its related NCR Chapters.

2. A **Kart Race Event** may only be **Organised** by **Clubs** registered and Recognised as **Kart Clubs** by the **ASN**.

3. A **Permit** for any **Kart Event** or **Championship** is issued at the sole discretion of the **ASN** and is subject to the **Circuit** having a valid **ASN Track Licence**.

4. A maximum of one **International** or **ASN Championship Event Permit** for gearbox and one for non-gearbox **Karts** can be issued on the same weekend.

5. **Organisers** must adhere strictly to the **Class** designations referred to in this Chapter and must not in any way modify the title or **Classes** or permit the use of unauthorised engines unless given specific prior permission in writing by the **ASN**.

6. Full details of all approved **Classes** are referred to in this Chapter 18.

**Parade / Demonstration**

7. Application may be made to the **ASN** for an extension to an **Organising Permit** to enable a demonstration in accordance with specific criteria available upon request from the **ASN**.

**Historic Karting**

8. Application may be made to the **ASN** to be permitted to utilise the provisions of the **CIK-FIA ClasCIK Karting Guidelines**. The **ASN** may amend the **Guidelines** as detailed below. This does not permit anyone to organise **Race Events** for historic Karts under **Permit** by the **ASN**.

9. The **ASN** may authorise:
   a. **Single-Kart** parade
   b. **Multi-Kart** demonstration
   c. **Eligible Drivers**

   The Driver must reach the following birthday during the calendar year
   - 13 years old for a category with a cylinder capacity up to 100cc with a restrictor.
   - 16 years old for a category with a cylinder capacity up to 210cc
   - 18 years old for any category with a cylinder capacity over 210cc.

**Classic Karting**

10. The **ASN** may permit an extension to the period specifications of the **CIK-FIA ClasCIK Karting Guidelines** for **Classic Karts** 1/1/1989 to 31/12/1997. Eligible drivers in accordance with **Art. 9.c above**.
CHAPTER 18

APPENDIX 2

Kart Race Circuits General

1. Organisers must apply the Regulations provided by this Chapter 18 and its Appendices and its related NCR Chapters.

Circuits

Track Licences

2. All applications for a Track Licence must be submitted to the ASN and in conformity with all its requirements from time to time available from the ASN Safety Department on written request.

3. A digital plan of the Track must be lodged with the ASN together with the Application for a Track Licence.

4. A new application for a Kart Track Licence must be made at least ten weeks before any proposed Event.

5. If the Organiser of an Event is a new Club having been granted a Track Licence then its first three Events after being granted a Track Licence must be restricted to its own Club members and be subject to ASN observation.

6. Track Licences for new Short Circuits must conform to CIK-FIA Regulations and will only be granted after the ASN (and in its discretion FIA) inspection.

7. Temporary Tracks will be subject to ASN approval and must conform in all ways to the Track Licence issued.

Grading

8. Track Licences will be graded as follows:
   a. All status Events up to and including International.
   b. All status Events up to and including National.
   c. for Interclub Events only.
   d. For Bambino Events. A specific endorsement must be details on the Track Licence to Permit these Events.

9. If a Race Venue Track incorporates a Short Circuit those Tracks will be subject to individual grading and Track Licences.

Circuit Categories

10. There are five categories of Track for Kart Racing:
   a. Kart Permanent Tracks with a lap distance of less than 1500m where the shape can be determined at all times and all protective barriers are permanently in position.
   b. Kart Temporary Tracks with a lap distance less than 1500m where barriers are not permanently positioned.
   c. Round the Houses Tracks using public roads or passing through residential areas or so classified by the ASN.
   d. Race Venues: Any Kart circuit other than Art.10.c above and exceeding 1500m in lap distance and all licensed Motor Race Circuits.
   e. Indoor Kart Tracks.
11. Safety precautions must be those approved by the ASN for Kart Events at that Track.
12. During Practice the number of Karts on the Track shall not exceed the number permitted in a Race by more than 10%.
CHAPTER 18 KARTING

APPENDIX 3

Equipment for Events at Kart Race Circuits

The following minimum equipment is mandatory for all Kart Events:

1. Medical Equipment and Personnel and facilities as mandated by App.4 to his Chapter and where applicable Chapter 11.

2. Warning Notices, tickets and other authorisations for admission to the Venue including the pits and paddocks and any Enclosures as required by Chapter 3.

3. The following Signals:
   a. Red lights for starting and stopping a Race
   b. National Flag for start back up
   c. Yellow / black quartered
   d. Blue
   e. White
   f. Yellow
   g. Yellow with red stripes
   h. Green
   i. Red
   j. Black with orange disc
   k. Black and white diagonally split
   l. Black and white chequered
   m. Green with yellow chevron

4. Fire extinguishers (minimum 2kg dry powder) with a manufacturer's or agent's certificate issued in the year of but prior to commencement of the year's racing certifying that they are in working order. As a minimum, one must be available at the start line two in the paddock in clearly visible positions and one at each Marshal Post.

5. Track cleaning equipment comprising as a minimum two units of:
   a. One ordinary shovel.
   b. Two brooms.
   c. A metal container of 3kg of a suitable cleansing agent for removing oil.
   d. Adequate replenishment supplies for c. above.

6. A public address system available to the Clerk of the Course (a hand-held powered megaphone is acceptable as a minimum) for communicating with Competitors.

7. A Starter's Sheet and an Officials' signing-on-sheet in the control of the Event Secretary. Competitors and Officials may sign-on digitally if the Organiser elects to run the Event in this way when the relevant details must be notified in the Official Documents.


9. Certified calibrated scales and 100kg of certified check weights. Calibration must have been certified within the
year of Competition and be the subject of check weighting prior to the commencement of Competition at the Event.

10. A calibrated Noise meter with microphone and accessories. Calibration must have been certified within the year of Competition and be the subject of checking prior to the commencement of Scrutineering at the Event.

11. At an Event where there is to be transponder and / or light beam timing:
   a. The following necessary calibrated equipment must be present:
      i. Decoder system for Transponders Certified in accordance with Chapter 5 PART 1 App.7 Arts.56 – 60.
      ii. Transponders Certified from the ASN Approved list in accordance with Chapter 5 PART 1 App.7 Arts.56 – 60.
      iii. Light beam equipment Certified in accordance with Chapter 5 PART 1 App.7 Arts.56 – 60.
   b. The following necessary calibrated may be used:
      i. A working standalone camera system

12. A minimum of one Small Spill Kit must be provided in all paddock areas.

13. At Race Venues the equipment must be to a similar standard to that required for a Car Race Event.
CHAPTER 18 KARTING

APPENDIX 4

Officials and their Obligations

This Appendix must be read in conjunction with Chapter 3 and Chapter 5.

All Officials must always respect the provisions of Chapter 5 as they apply to their respective roles and appointments and proceed on the basis that they are ambassadors for the sport.

Officials

1. Any Club organising a Karting Event must appoint the Officials listed below and brief them fully prior to the Event.

2. All Officials must sign on before commencing their duties.

3. In carrying out their duties Officials must not expose themselves to any unnecessary hazard.

4. Any Official trackside must wear enhanced visibility clothing whilst High Visibility is strongly recommended.

Clerk of the Course

5. The Clerk of the Course must hold a Licence valid for the grade of the Event at which they officiate.

6. The duties of the Clerk are those specified in this Chapter and Chapter 5.

7. A Clerk who has a judicial function shall always respect the relevant provisions of Chapter 3 and App.9 to this Chapter.

8. A Clerk of the Course will normally have only one Deputy at any Event.

9. Details of the upgrading procedure for Kart Clerks of the Course are given in Chapter 5.

10. The Clerk of the Course is responsible for observing all Competitors at an Event where the Stewards of the Event are responsible judicial duties in accordance with App. 6 of this Chapter and if satisfied with their competence shall sign their Upgrade Card.

Medical Organisation

11. To the extent applicable Chapter 11 applies.

12. All International Permit and Race Venue Events must have at least one Doctor and two ambulances in attendance.

13. One ambulance must be equipped with portable resuscitation equipment and a crew trained in its use.

14. It is recommended that a fast rescue car is also available for all Race Venue Events.

15. At all other Events a local authority, St John’s, Red Cross or other approved ambulance equipped to a suitable standard and including a portable resuscitation unit with crew trained in its use must be in attendance at all times.

16. A Doctor or an ASN-registered Paramedic in accordance with Chapter 11 must be present throughout Practice and Racing.

17. It is recommended that if entries exceed 100 or for ASN Championship Events there should be two ambulances present or one ambulance and a fully equipped medical centre.

18. If only one ambulance is present and it has to leave the Venue Racing must not continue until it returns unless
alternative suitable transport approved by the Doctor or the chief medical representative is present and available with sufficient trained staff to operate it and the equipment carried.

Kart Scrutineer
19. The Chief Kart Scrutineer must hold a licence (minimum National grade) valid for the grade of Event Licence grades are mandated at Chapter 5.

Marshals
20. The Clerk of the Course must ensure that responsible persons are appointed as Flag, Track and Paddock Marshals and that they are fully briefed as to their duties.
21. All Marshal posts as detailed on the Track Plan must be fully manned and equipped. Marshal posts must be properly protected and Flag Marshals must always remain within the confines of that protection while any Race is in progress.

Flag Marshals
22. Flag Marshals are responsible for signalling to Competitors and warning them of hazards.
23. Flag Marshals should not leave their posts to render assistance in the case of an incident.

Track Marshals
24. Track Marshals are responsible to the Clerk of the Course for ensuring:
   a. The Track surface, markings and protection systems are maintained in good order throughout an Events.
   b. Where alternative routes on Tracks exist those not being used are properly indicated.
   c. The fire-fighting equipment is readily available and correctly located and that Track Marshals are familiar with its operation
   d. The Track cleaning units are located at suitable points
   e. Proper supervision of the removal from the Track of any Kart which may have stopped on or adjacent to the Track
   f. All entrances to the Track are manned and that no unauthorised person comes within the Course.
25. If Enclosures are not surrounded by fencing Track Marshals must be stationed at intervals between all Enclosures and the Track.

Paddock Marshals
26. Paddock Marshals must:
   a. Maintain orderly conduct in the paddock and / or pit area.
   b. Notify Competitors of their starting positions
   c. Assemble Competitors prior to a Race.
   d. Ensure that no competing Kart goes onto the Track until it has been approved by the Scrutineers.
   e. Exclude from the paddock any unauthorised persons.

Event Secretary
27. The Secretary’s duties are detailed in Chapter 5.
Stewards

28. The Organising Club is responsible for the appointment of two Event Stewards whose duties are detailed in Chapter 5.

29. The ASN will also appoint a Steward whose duties are detailed in Chapter 5 and App.6 of this Chapter and who will also be responsible for observing all Competitors (including novices) where the Clerk of the Course is responsible for all judicial duties and if satisfied with their competence shall sign their Licences.

30. Stewards must not undertake any additional duties.

Lap Scoring and Timing

31. Manual lap scoring must be carried out at all Events. Where transponder timing takes place a working stand-alone camera system under the direct control of the Chief Timekeeper for the purposes of lap scoring should be used.

32. Where there is no transponder timing the Chief Lap Scorer must be named in the Official Documents as a Judge of Fact in relation to Race finishing order.

33. Where timing takes place there must be a Chief Timekeeper who must hold an ASN Licence valid for the grade of Event as provided by Chapter 5 App.18 Chart 1.

34. Where timing takes place to an accuracy of 0.001 seconds the Chief Timekeeper must be of Kart National grade.

35. If using a light beam timing must be to an accuracy of not less than 0.001 seconds and the equipment must be certified in accordance with Chapter 5.

36. Transponder timing at Short Circuit Kart Events must not be to an accuracy of less than 0.01 seconds.

37. Transponders must be from the ASN Approved list and used in conjunction with decoders certified in accordance with Chapter 5.

38. The fitment of the transponder must be in accordance with the manufacturer’s instructions at a predetermined position on the Kart as detailed in the Official Documents.

Signals

39. Red lights are mandatory for the starting Signal.

40. The National Flag should only be used as a starting Signal if the lights fail.

   a. For a rolling-start the Karts start when the Signal is raised
   b. For a standing start the Karts start when the Signal is dropped.

41. A Green Signal with Yellow chevron indicates a false start.

42. A Green Signal may be used to indicate either a formation lap or the end of a yellow Signal zone on the Track or per Art.43.f below.

43. A Yellow / Black quartered Signal may be introduced by the Clerk of the Course at Short Circuit Kart Race Events and deployed as follows:

   a. The Signal will be ‘waved’ and first be displayed at the Start / Finish line and then will flow around the Circuit in both directions as an adjacent post displays their ‘waved’ Signal.
   b. Upon display of the Yellow / Black quartered Signal all Karts must slow down to a steady pace (as on a rolling start) and must line up in order behind the leader who will act as the pace setter.
   c. No overtaking is permitted.
d. The field will remain in close formation at reduced speed for as long as it takes to clear the obstruction or remove the hazard.

e. Competitors who fail to slow down sufficiently or who overtake under the Yellow / Black Signal may be disqualified or otherwise penalised.

f. When the Clerk of the Course is satisfied that the problem is resolved the Race will be resumed by the display of a Green Signal at the Start / Finish line and the simultaneous withdrawal of all Yellow / Black Signals around the Circuit. Overtaking remains strictly forbidden until having passed the green Signal on the start and finish line.

44. Yellow Signals

a. A stationary Yellow Signal shall be shown to warn of an incident or hazard after that Marshal Post. This Signal means danger slow down sufficiently to ensure that full control of the Kart can be retained. No overtaking.

b. Yellow Signal – ‘Waved’ means: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary. No overtaking.

c. Yellow Signal with Red Stripes may be used to indicate slippery surface ahead and if ‘waved’ then imminent.

45. Red Signal shall be displayed to immediately bring all racing to a stop where an incident has occurred necessitating Marshals to go on Track. Karts shall be directed by Marshals to either return with caution to the grid or to Parc Ferme as directed by the Clerk of the Course or the Race Director. No overtaking is permitted and Drivers must be prepared to stop at any time.

46. Blue Signal may be displayed as a static Signal to indicate to the Driver of a Kart that another Competitor is following close behind of as a ‘waved’ Signal is trying to overtake.

47. Black and White diagonal Signal may be displayed to warn a Driver as to Driving Standards and may give rise to penalties or the Black Signal.

48. Black Signal may be displayed to a Driver for a breach of Driving Standards or for Technical irregularity and required the Driver to stop in pits or Parc Ferme at the end of the lap on which it is displayed and must report immediately to the Clerk of the Course.

49. Black Signal with Orange disc and Kart number may be displayed to indicate to the Driver concerned that there is a mechanical failure affecting the Kart. The Kart must be driven immediately to the pits or Parc Ferme for examination by a Scrutineer.

50. Black and White Chequered Signal shall be displayed to end a competitive or other session other than where a Red Signal has been deployed.
CHAPTER 18 KARTING

APPENDIX 5

Race Procedures

1. The Clerk of the Course may permit a change of make of Kart Chassis or engine from those nominated on an Entry form provided application is made in writing before the end of scrutineering.

2. Only a Driver using a scrutineered engine / Kart Chassis who has completed a minimum of three laps Practice at racing speeds within the official Practice period will be permitted to Race.

3. Only one chassis may be used except when a second chassis is permitted in the Official Documents.

4. The maximum number of engines which may be used during an Event is two unless specifically varied in the Official Documents.

5. Changing the crankcase constitutes a change of engine.

6. Unless otherwise stated in Official Documents the Starter shall be deemed as a Judge of Fact in respect of Race Starts.

7. The number practicing and / or taking part in qualifying Practice if applicable at any time shall not exceed the maximum permitted on the Track for a Race.

8. Adequate Practice periods must be allotted to all Classes which must include sufficient time for Drivers requiring observation to be seen.

9. Where possible novice and experienced Drivers should be allocated separate sessions.

10. Exceptionally for Race Venue Events 120% of the number permitted to Race may Practice at a time.

11. At no time may non-gearbox and gearbox Karts Practice or Race together.

12. Due regard must be paid to Driver experience and the relative speed of the Karts if different Classes are on the Track at any one time during Practice.

13. The Track or its features or markings may only be changed between the last Practice period and the Event itself in exceptional circumstances.

14. Should it be necessary to make any change following the scheduled Practice an additional period of Practice must be arranged.

15. The starting order in which Karts shall be arranged will be determined by:
   a. Ballot.
   b. Lap times recorded in Practice.
   c. Order of receipt of entry.
   d. Finishing order of a preceding Race.
   e. As defined in Official Documents.

16. With the exception of Kart Clubman Events where the Kart Clubman guidelines apply in all Races where the grid position is determined by Art.15a., c. or d. above novice Drivers must occupy the rearmost grid positions. Where timed qualifying is used it shall have the same status as a Race.

17. The Pole position must be on the side of the Track that is on the inside of the first corner after the start or as otherwise defined on the Track Licence.

18. The Start Line will be indicated on the Track by a painted white line. Optionally (and recommended) Tracks may also use the following markings to aid controlled starts (see App.9 Drawing 13):
a. Two 2m wide lanes bordered by painted white lines from a point no more than 100m and no less than 50m leading to the Start Line.
b. A painted yellow line 25m prior to the Start Line. For rolling starts this yellow line will also be indicated by soft cones (one cone on each side of the Track).

19. When the Starter is ready for a Race to commence the Green Signal must be shown to Drivers. A Marshal will then display a Green Signal which will be the Signal for the Karts to be released on to the Track. After the Marshal has removed the Green Signal the entrance to the Track will be closed and no further Karts will be allowed to join the Track. Exceptionally the Official Documents may permit participation after the removal of the Green Signal.

20. Karts will form up in the assembly area and will be started when authorised by the Paddock Official after the Green Signal has been shown. Drivers will be under Starter’s Orders from the moment that the Green Signal is displayed.

21. Each Track will establish a ‘Safety Line’. Any Competitor who having passed that ‘Safety Line’ receives assistance from anyone other than a signed-on Official may be Disqualified from the results.

22. Starts for Races shall be as shown below:
   a. ‘Le Mans’ or any starts other than those specified below are forbidden.
   b. Short Circuit Kart Events (all classes). A standing start with engines running or a rolling start.
   c. Race Venue Events. All starts must be slow rolling starts following a formation lap.

23. In the case of a rolling start on display of the Green Signal Karts will proceed round the Track in grid formation at a steady pace to await the starting Signal.

24. The Karts may be preceded by an official Pace Vehicle.

25. If there is no Pace Vehicle the Driver in No.1 position will control the speed.

26. When the Starter is satisfied that the Karts are approaching the Start Line in correct position and at an acceptable speed the starting Signal will be given by extinguishing the red light (or by raising the National Flag should a light failure occur). If a further lap is required the red lights will remain on or the National Flag will not be raised.

27. Once the Race start has been given Drivers can break formation but should this occur before the start Signal is given i.e. Drivers leave the corridors or break formation with the red lights on then a ‘false start’ penalty will be applied.

28. False / Jump / Standing Start: A false start occurs when a Driver under Starter’s orders gains an unfair advantage by either:
   a. being in an incorrect position on the grid or
   b. moving forward from the Driver’s prescribed position.

29. Breaking formation: In the case of a rolling start a Driver under Starter’s orders who fails to maintain their corridor or accelerates early or unevenly will be penalised in accordance with Art.30 below.

30. The penalty added to the time taken by the Competitor to complete the course shall be the addition of 3 seconds (or 3 places where there is no licensed Timekeeper) for partly crossing the lanes and of 5 seconds for completely getting out of the corridor. This will not incur penalty points. The penalty for accelerating early or unevenly will be 5 seconds or 3 places where there is no licensed Timekeeper.

31. Where the optional Track markings are used the Clerk of the Course must make reference to their use in the Drivers briefing. When used the start Signal will not be given before the yellow line. The Karts approaching the Start Line must remain in formation at approximately half Race speed (which will be set by the Pole sitter) and be
driven within the set of two-metre lines appropriate to their side of the grid. It is an offence to accelerate in any way before the yellow line or drive outside the marked lines (please refer to App 9 Kart Race Technical Drawings)

32. In the case of a standing start on display of the Green Signal Karts will proceed round the Track to the designated start line where a Red Signal will be shown and they will stop on their allotted grid markings. No start lights will be illuminated.

   i. Should a Kart fall to the back of the field for any reason on the rolling lap and not be in formation at the display of the yellow Signals at the corners prior to the start that Kart must immediately fall back to and start from the rear of the grid.

   ii. When the Starter is satisfied that the Karts are in their correct position they will withdraw the Red Signal and point to the start Signal which may be illuminated as red lights (this may be in a sequence of Red Lights until they all remain on).

   iii. Within a period of 5 seconds the Red Signals will be extinguished to indicate a Race start.

   iv. Any movement prior to the Red Signals being extinguished will be judged as a false start and will be penalised with a minimum of 5 second penalty (or 3 places where there is no licensed Timekeeper).

   v. If the starter is not satisfied or a Driver is unable to take the start they will indicate a false start which means an extra formation lap must be covered.

      a. A Driver unable to start must remain in the Kart and notify that situation by raising an arm.

      b. In this case an additional formation lap may be granted; any Drivers who have been unable to start will be allowed to get out of their Karts and restart by their own means and once the whole field has passed them but

      c. They will not be authorised to regain their original position in the formation and will take the start from the rear of the grid in order of arrival. No other Driver will be allowed to occupy the place(s) which have remained vacant.

33. The Clerk of the Course (or their Deputy) may decide to stop a Race or Practice at any time. Should a Race be stopped by the display of red Signals the following procedures will apply:

      a. Any Race stopped before the leader has completed two laps will be declared null and void.

         i. The Race will be re-run in its entirety as per Art.37 below.

         ii. All available Karts will restart from their original grid positions; the grid may be closed up for any missing Karts.

         iii. Front fairings may be reset without penalty on the grid.

34. If it becomes necessary to remove all Karts from the Track repairs may be made and all Karts that came under Starter’s orders for the original Race will be permitted to start the re-run Race from the dummy grid in their original positions.

35. If 2 or more laps but less than 75% of Race distance has been completed by the leader the Clerk of the Course shall at their discretion decide to:

      a. Abandon the Race. In which case the Race (result) shall be declared as the order of finishing on the last full lap completed by all Karts proceeding under their own power when the red Signal was first displayed followed in classification by non-running Karts on a roll back of laps basis and order of stopping.

OR

      b. Consider the Race suspended and run it as a two-part Race.

2025 National Competition Rules Chapter 18 Appendix 5 Race Procedures
i. In this case the **Karts** will be restarted in a single file rolling start with no overtaking before the start line.

ii. After one or more laps under Yellow and Black quarter **Signals** the start will be signified by the ‘waving’ of the Green **Signal**

iii. The starting order for the second part of the **Race** shall be the order at the last full lap completed by all **Karts** still proceeding under their own power when the Red **Signal** was first displayed. Any time penalty will be recorded and added to the final result.

iv. **Drivers** “one or more lap(s) down” shall be put in their correct position i.e. behind the **Drivers** on the same lap as the leader.

v. The **Race** distance shall be the number of laps required to make up the full **Race** distance.

vi. The finishing order of the second part shall be the finishing order of the Race (**Drivers** “one or more lap(s) down” in the first part shall be deemed to have finished the **Race** “one or more lap(s) down” unless they have un-lapped themselves) followed in classification by non-running **Karts** on a roll back of laps basis and order of stopping.

vii. If the **Judge of Fact** reports that the front fairing on one or more **Karts** was no longer in the correct position when the **Race** was suspended in all situations a time penalty of 5 seconds will be imposed automatically on the **Driver(s)** concerned and added to the final result. This is not susceptible to **Appeal**. Any front fairing which is subject to a **Judge of Fact** report must be reset on the grid before the **Race** is re-started.

36. If 75% or more of the **Race** distance has been completed by the leader the **Race** will be deemed to have ended. The **Race** results shall be declared as the order of finishing on the last full lap completed by all **Karts** still proceeding under their own power before the Red **Signal** was displayed followed in classification by non-running **Karts** on a roll back of laps basis unless **Championship Regulations** specify otherwise.

**Re-Starting Procedures**

37. If the **Race** is to be re-run in its entirety or restarted the following procedure will apply:

   a. While the **Race** is stopped the whole **Course** will be considered as **Parc Fermé** and no work may be carried out to any **Kart** (except to reset the front fairing in the correct position under the supervision of the **Scrutineers**).

      i. Mechanics will not be allowed on the **Course** until permission is given by the **Clerk of the Course**.

      ii. Neither the mechanics nor **Incident Marshals** already on the **Track** can approach or touch any **Kart** until permission is given.

      iii. When authorised by the **Clerk of the Course** spark plugs may be changed and finger adjustments may be made to the carburettor settings.

38. If a **Kart** leaves the **Track** during the stoppage:

   a. It will not be permitted to rejoin the **Race**.

   b. Any **Kart** not **Racing** at the time of the incident that caused the **Race** to be stopped cannot rejoin the re-started **Race**.

   c. **Karts** involved in the incident that gave rise to the stoppage or who subsequently stopped racing because of the incident prior to the Red **Signal** may only re-join the **Race** if the **Clerk of the Course** in consultation with the **Chief Scrutineer** is satisfied that a **Kart** is safe to continue without repair and the **Chief Medical Officer** is satisfied the **Competitor** is fit to continue racing. These **Karts** must start at the rear whether the **Race** is run...
over the full distance or as a two part Race.
d. Those Karts that stopped after the incident that gave rise to the stoppage because they were instructed to do so or because the Track was blocked may join the restarted Race in their proper places.

39. For Events on Race Venues and Round the House Circuits the procedure is detailed in Chapter 12.

Race Finish and Results

40. After receiving the end of Race Signals all Karts must proceed directly to the Parc Fermé without stopping giving or receiving any object whatsoever and without any assistance (except that of Marshals if necessary).

41. Any classified Kart unable to reach the Parc Fermé by its own means will be placed under the control of Marshals who will supervise the movement of the Kart to the Parc Fermé.

42. The method of determining the Results of a Race must be specified in the Official Documents for the Event and / or Championship as the case may be.

43. Where timing is not authorised it is prohibited to publish times or speeds in any Practice or Race Result.

44. Any other publication or display giving this information must clearly be shown and declared as ‘Unofficial’ and ‘For Information Purposes Only’.

Parc Fermé

45. The Parc Fermé shall be sufficiently large and secure so that no unauthorised persons can gain access. The location of Parc Fermé at the Venue must be specified in the Official Documents by reference to a plan.

46. Officials may require a Kart and / or Driver’s personal equipment to be moved to a designated location and there remain under Parc Fermé controls and condition.

47. Parc Fermé restrictions and permissions must be specified in the Official Documents.

48. Only authorised Officials may enter Parc Fermé and inspect a Kart and Driver’s personal equipment and no intervention on a Kart or Driver’s personal equipment is allowed by any Driver or person however associated with the Driver’s Entry unless authorised by such Officials pursuant to Art.47 above.

49. When the Parc Fermé is in use Parc Fermé regulations apply in the area between the finishing line and the Parc Fermé entrance.
CHAPTER 18 KARTING

APPENDIX 6

Short Circuit specific Judicial Provisions

Clubman Short Circuit Kart Events
1. The Clerk of the Course is responsible for all judicial duties with the exception of Events specifically authorised by the ASN for the Stewards of the Event to have Judicial responsibility in accordance with Art.2 below.

2. Neither the decision for imposing any penalty nor the penalty itself during any timed qualifying or heats is eligible for Appeal. Where the Clerk of the Course is satisfied with the evidence presented and for decisions issued before the relevant end of session Signal is shown imposing time or place penalties only no formal Hearing is required.

3. In respect of the final(s) the Stewards of the Event may hear a validly lodged Appeal where permitted against sporting matters determined by the Clerk of the Course. However there is no right of Appeal to the National Court against any sporting decision of the Stewards of the Event OR against any Eligibility Decision.

4. Clubman Status Kart Events may operate the CIK Judicial process at Arts.6 – 8 below where specific authority has been requested by the Organiser and has been given by the ASN for the purposes of the Event Permit. Such Permission must be clearly notified in the Official Documents for the Event.

Interclub and above status
5. The Stewards of the Event are responsible for all Judicial duties.

6. Neither the decision for imposing any penalty nor the penalty itself is eligible for Appeal. Where the Stewards of the Event are satisfied with the evidence presented and for decisions issued before the relevant end of session Signal is shown imposing time or place penalties only. No formal Hearing is required.

7. Any penalty resulting from a Judge of Fact statement may be imposed directly by the Clerk of the Course.

8. Interclub Status Kart Events may operate the Clerk of the Course Judicial process at Art.1 above where specific authority has been requested by the Organiser and has been given by the ASN for the purposes of the Event Permit. Such Permission must be clearly notified in the Official Documents for the Event.
CHAPTER 18 KARTING

APPENDIX 7

Competitors Regulations including Personal Clothing and Licences

1. This Appendix must be read in conjunction with the general text of this Chapter 18 and the related Appendices. Chapters 1, 2, 6, 9 and 12 are of application.

2. Competitors must report for signing-on and scrutineering at the time specified in the Official Documents or risk being fined or Disqualified. Signing on may be managed digitally by the Organisers and then the details must be set out in the Official Documents.

3. Presentation to the Scrutineers of a Kart and the Driver's personal protection equipment is a Declaration of Conformity with all applicable Regulations. There is no right of Appeal to the National Court in respect of an Eligibility Decision made at the Event or where a Kart or any component of it is sealed at the Event for subsequent examination other than at the Event. See App. 6 to this Chapter.

4. No Kart may be driven in Practice or in a Race until it has been passed and logged by the ASN Scrutineer.

5. In addition to signing-on the following items must be produced for approval on demand of an Official of the Event:
   a. Applicable Licence of the appropriate grade.
   b. Club Membership Card (if appropriate).

6. For all Events except Bambino the Clerk of the Course in consultation with the Stewards will designate the Race as follows:
   a. DRY – All Competitors must use dry tyres.
   b. OPEN – Competitors have the choice of tyres (i.e. wet or dry).
   c. WET – All Competitors must use wet tyres.

7. Wet tyres are defined in App. 8 to this Chapter.
   a. At no time may a Kart be fitted with a mixture of wet and dry tyres.
   b. Tyres shall only be those defined in the Class Regulations.

8. Competitors must obey the Signals detailed in App. 5 to this Chapter.

9. All Karts that take the start by crossing the start line under their own power will be classified as a finisher on a roll back of laps basis.

10. Where the Official Documents so provide a finisher may have to complete a certain designated percentage of a race in order to be classified as a finisher.

11. Any Driver leaving the Track more than twice for whatever reason may be Disqualified from the Race.

12. Where a Driver consistently drives with a wheel off the Track or leaves the Track this will be a breach of Regulations and the Driver may be penalised at the discretion of the Clerk of the Course.

13. Once a Race or Practice session has started Karts may only be worked upon in a place of safety.

14. Refuelling during a Race is forbidden unless permitted by the Official Documents.

15. Any Driver receiving outside assistance other than by an Official between coming under starter’s orders and the end of the Race may be Disqualified from the results at the discretion of the Clerk of the Course.

16. All transmission or communication of data whether verbal or electronic between a moving Kart and the

2025 National Competition Rules Chapter 18 Appendix 7 Competitors Regulations including Personal Clothing and Licences
Kart’s Entrant or Team is only allowed in the following circumstances:

a. If officially sanctioned cameras and other recording devices and transponders are fitted as required by the Organisers of a specific Event as specified in the Official Documents.

b. Voice communication in Endurance Races where the Official Documents specify the use of relevant equipment which must be appropriately licensed.

c. A single burst of timing data from the Kart as it passes the receiver.

d. Where the Driver / Competitor has an ASN approved information system that receives timing data and / or instructions or warnings which is under the direct control of the Clerk of the Course or Chief Timekeeper.

17. For Short Circuit Karting only engines must not be run in the pits or paddock. The Chief Scrutineer may permit a Competitor to start their engine in a designated area only as identified by the Chief Scrutineer.

Track Regulations and Driving Standards

18. Any Driver intending to leave the Course or to enter the pits shall Signal the intention to do so in good time and be satisfied that it is safe to do so.

19. The Driver of any Vehicle leaving the Track because of being unable to maintain racing speed should Signal the intention to do so in good time and is responsible for ensuring that the maneuver is carried out safely and as near as possible to a point of exit.

20. Should a Kart stop somewhere other than in the pit lane it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers. If the Driver is unable to move the Vehicle marshals may assist. If such assistance results in the Driver re-joining the Race this must be done without committing any breach of the Regulations and without gaining any advantage.

21. No Kart able to proceed under its own power shall be stopped either on the Track or the verges of the Course but shall proceed to the pits or paddock unless in doing so causes a hazard to other Competitors.

22. A Kart alone on the Track may use the full width of the Track.

a. However as soon as it is caught by a Kart which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity.

b. If the Driver who has been caught does not seem to make full use of the rear-view mirrors Flag Marshals will display blue Signals to indicate that the faster Driver wants to overtake.

c. Any Driver who appears to ignore the blue Signals will be reported to the Clerk of Course.

d. Overtaking according to the circumstances may be carried out either on the right or on the left. In response to each attempted overtaking maneuver no more than one change of direction to defend a position is permitted.

e. Any Driver moving back towards the racing line having earlier defended position off-line must leave at least one Kart width between their own Kart and the edge of the Track on the approach to the corner.

f. Manoeuvres liable to hinder other Drivers such as deliberate crowding of a Kart beyond the edge of the Track or any other abnormal change of direction are strictly prohibited.

g. Any Driver who appears guilty of any of the above offences may be reported to the Clerk of Course and penalised.

23. Drivers must use the Track at all times and may not leave the Track without a justifiable reason. For the avoidance of doubt:
a. The white lines defining the Track edges are considered to be part of the Track.
b. A Driver will be judged to have left the Track if any part of the contact patch of the tyre of the Vehicle goes beyond either the outer edge of any kerb or the white line where there is no kerb.

24. Should a Kart leave the Track for any reason and without prejudice to Art.26 below the Driver may re-join. However this may only be done when it is safe to do so and without gaining any advantage.

25. Contact with another Kart and/or repetition of serious mistakes or the appearance of a lack of control over the Vehicle (such as leaving the Track) will be reported to the Clerk of Course and may entail the imposition of penalties up to and including the Disqualification of any Driver concerned.

26. It is not permitted to drive any Kart unnecessarily slowly or erratically or in a manner deemed to be potentially dangerous to other Drivers at any time.

27. Breaches of Art.24 above may be reported and/or determined only by:
   a. A duly appointed Judge of Fact and/or
   b. Senior Officials through the use of suitable equipment under the control of the Organisers.

28. Breaches of Art.24 above may be penalised as follows:
   a. In qualifying the lap on which the breach occurred should be disallowed. Note should be made on the result sheet of any times disallowed.
   b. During races the following scale of penalties will be applied:
      1st breach – no penalty
      2nd breach – warning Signal
      3rd breach – a 5 second penalty added to Race time
      4th breach – a further 10 second penalty added to Race time
      5th breach – Drive Through penalty in addition to the preceding time penalties
      6th breach – Black Signal
   c. Care should be taken to ensure that all Signals (flag and/or Light Board and Board) must have been displayed to the Driver concerned before moving up the penalty scale. All penalties applied should be noted on the result sheet.

29. No competing Kart shall be driven in the reverse direction of the Track except for the minimum distance to remove it from an unexpected situation and then only under official supervision.

Clothing

Crash Helmets
30. Crash helmets bearing the ASN Approval Sticker must be worn at all times during training and Practice and Competition.

31. The user must ensure that the helmet is to a standard specified in the current ASN NCR and that it fits and is secured properly and that it is in a serviceable condition. Refer to Chapter 9.

32. Full face helmets complete with visor are mandatory.

33. Visors must be manufactured by the helmet manufacturer and must not impede vision.

Gloves and Suits
34. Complete gloves (not mitts or gloves with open backs) and boots (which must cover and protect the ankles) must
be worn at all times.

35. Trailing or loose scarves are not permitted.

36. For **Race Venue Kart Events** all **Drivers** must wear leather suits, suits approved to **FIA Standard 8877-2022 Grade 2**, or suits approved to EN17092 Class AAA.

37. For **Short Circuits** only leather suits or suits of a recognised **CIK Homologation** standard per **Chapter 9** are acceptable.

38. Leather suits must comply with current **CIK-FIA Regulations** and have a minimum thickness of 1.2mm measured at any part of the suit.

39. All clothing must be securely fastened at wrists and ankles and neck and must be adequate to minimise abrasions.

40. **Drivers** may wear two-piece suits providing they are zipped together and confirm with Arts. 25 to 28 above.

41. Correctly fitted wet-weather suits specifically designed for this purpose may be worn over an approved **Kart suit** in wet weather.

42. Driving suits, helmets, visors and all other protective clothing must be presented for inspection by the **Scrutineers** on demand including in **Parc Fermé**.

43. The only acceptable **CIK-FIA** homologated suits are those to standard No. 2001-1 or No.2013-1 level 1 or 2 or those to FIA Standard 8877-2022 Grade 1 or 2. Examples of the **CIK-FIA** homologation labels are shown in **Appendix 9 Drawing 2**.

**Kart Licences – See Chapter 6**

For information on **Licence validity** see the chart of Minimum Acceptable Licences in **Chapter 6**.

44. **Kart Competition Licences** except **Kart Clubman Licences** are issued to **Competitors** from the age of six.

   There are five grades:
   a. **Interclub**
   b. **National**
   c. **International ITG**
   d. **International ITF**
   e. **International ITE**

45. **Entrant Licences** will not be issued to persons under 18 years of age.

46. Retaining and upgrading procedures are set out in **Chapter 6**.

47. A **Competitor** will be considered as a **‘Novice’** and must use **Novice** number plates and for **Race Venue Kart Events** a **Novice Cross Plate** is required (yellow square on the rear of the Kart dimension 7 x 7 inches with a black diagonal cross with strokes 6 inches long and 1 inch wide) until the **Driver** has obtained six **Kart Race** signatures from **ASN Stewards** or a **Clerk of the Course** per **App.4 Art.10 to this Chapter**. Completion of the **ARKS Course** as provided by **Chapter 6** will constitute one of the six signatures. One of these six signatures may have been obtained at a NatSKA **Event** held under an **ASN Permit**. Thereafter the **Driver** can continue to compete on an **Interclub Licence** or can upgrade to a **National Licence** in accordance with **Chapter 6 App.6** but will no longer be considered a **Novice**.

48. A valid **Licence** must be produced at signing-on at all **Events**.

49. **Race Venue Event Licences**

---

2025 National Competition Rules Chapter 18 Appendix 7 Competitors Regulations including Personal Clothing and Licences
a. The Driver may either produce a Kart Licence specifically endorsed valid for Race Venue Karting or a Car Race Licence see the chart of Minimum Acceptable Licences in Chapter 6.

b. New Competitors must be able to demonstrate that they have either undertaken their ARKS test at a Venue Licenced for Race Venue Karting or having taken the Short Circuit ARKS test must demonstrate their experience to the satisfaction of the Clerk of the Course or an ARKS Instructor during Practice at a Race Venue Kart Event. New Drivers will be considered as Novices and must carry Novice plates until they have received four signatures from the Clerk of the Course for competing successfully at Race Venue Kart Events.

c. Drivers in Division 1 will require the minimum of a Kart National Licence.

50. For Competitors under the age of 18 years a PG Entrant Licence is required Chapter 6 applies.

Category Restrictions

51. The Category, age and weight breaks are provided in the general text of this Chapter 18. Regulations within App.11 may apply further limitations.

General Conduct and Social Media

52. All Competitors by applying for and obtaining a Licence from the ASN and by Entering and competing in any Race and / or Championship Event or other Event which relies upon the Competitor holding an ASN Licence undertake to respect and comply with all Codes of Conduct published by the ASN in relation to their general behaviour and conduct and of those connected to their Entry or participation including engagement with any social media platform all which codes are hereby given Regulatory effect. Any breach of this Regulation may lead to suspension of Licence by the Stewards of an Event or the temporary or permanent suspension and / or withdrawal of any Competitor’s Licence by the ASN and / or referral to the National Court.

Breaches of Regulations

53. Any breach of these Regulations or of any applicable NCR may be subject to the applicable Judicial Procedures under Chapter 2 and / or App.9 to this Chapter.
CHAPTER 18 KART RACING

APPENDIX 8

GENERAL TECHNICAL REGULATIONS

1. This Appendix must be read in conjunction with App. 10 (Drawings) and App.11 (Class Regulations).
2. All Karts must comply with these Technical Regulations.
3. Modification, addition, variation or tuning other than specifically permitted in these Regulations is prohibited. Anyone requiring clarification or definitions concerning the Technical Content of these Regulations should apply in writing to the ASN.
4. The approval of a Kart or component is an indication of the acceptance solely for the purpose of these Regulations and is not to be taken as a guarantee or warranty as to the standard of its design or manufacture or its fitness or suitability for any use to which it may be put.

General

5. The Scrutineer must be satisfied that a Kart is safe is of an adequately strong construction does not include any temporary components and presents no undue hazard to its Driver or to other Competitors.
6. Steering brakes and wheels must be adequate for speeds that are likely to be attained.
7. Rear view mirrors are forbidden.
8. Drive-by-wire and traction control devices are forbidden.
9. The use of titanium or magnesium is prohibited.

Chassis Frame

10. The Chassis Frame must be constructed from magnetic Steel tubing and be permanently marked with a unique number in an easily accessible position.
11. Cross-section is free.
12. The Chassis Frame must be of one-piece construction either welded or brazed.
13. Any form of Chassis Frame control which includes pivots, dampers or similar devices is prohibited. The addition of bolt-in torsion and / or stiffness bars is specifically permitted subject to Class Regulations.
14. No additional holes for lightening or any other purpose (except those required for seat fixing) may be drilled in the Chassis Frame tubes.
15. Only those holes shown in the manufacturer’s homologation or in a manufacturer’s official replacement parts list will be allowed.
16. Any replacement of original components and fixings must be fit for purpose.
17. No part of the Kart other than the bolts or clamps fixing the floor tray the engine the seat and seat stays or the brake discs the front kingpin bolts the sprocket the wheels the seat and the tyres may protrude below the bottom of the main longitudinal Chassis Frame tubes. The floor tray may be clamped direct to the lower edge of the main longitudinal Chassis Frame tubes.
18. Independent components fitted to protect the underside of the Chassis Frame tubes which may make contact with the ground are prohibited unless they are of a non-metallic type and of a design specifically approved by the ASN. (Note: Engine clamps, battery box clamps and brake disc protectors correctly positioned are exempt).

2025 National Competition Rules Chapter 18 Appendix 8 General Technical Regulations
Dimensions (Excluding Cadet Inter and Bambino Classes)

19. **Wheelbase**
   a. Non-Gearbox and KZ: Minimum 1010mm maximum 1070mm unless specified in Class Regulations.
   b. Gearbox (except as specified in Art.20.a above): Minimum 1010mm (250cc and above: 1060mm) maximum 1270mm.

20. **Track** – Minimum two-thirds of the wheelbase.

21. **Overall length** – Maximum 1820mm without a front and/or rear fairing. 1880mm for 210 and 250 Gearbox. 2100mm including bodywork for all Gearbox when in Race Venue Event trim.

22. **Overall width** – All classes unless specified in Class Regulations Maximum 1400mm.

23. No part of the Kart can protrude outside the quadrilateral formed by the front fairing the wheels and the rear wheel protection nor be higher than 650mm from the ground (except for a structure solely designed as a head-rest).

Flooring

24. There must be a floor made from suitably rigid durable material that stretches only from the central strut of the Chassis Frame to the front of the Chassis Frame unless specified in Class Regulations and for Karts in Race Venue Event trim when the floor must be at least from the central strut of the Chassis Frame to the front of the Kart.

25. The minimum thickness of the floor tray must be 1.4mm for metallic 1.5mm for composite and 3mm for plastic.

26. The floor tray must be flat with any deviation allowed upwards and not downward.

27. The floor must be edged on each side with a tube or rim to prevent the Driver's feet from sliding off the floor.

28. If the floor is perforated on the horizontal surface with the exception of a hole to access the steering column fixing the holes must not have a diameter of more than 10mm and they must be apart by four times their diameter as a minimum.

29. It is permitted to drill additional holes for the specific purpose of mounting such items as pedal heel-stops ballast sensors and fuel tank provided that the holes are restricted to the minimum size and number required to meet the purpose. Holes must not cause undue weakening of the floor tray at critical points.

30. It is permitted to use floor trays with decorative holes or slots so long as they are provided by the manufacturer and that the holes are in the raised sector(s) of the tray.

31. Mechanical fixings with more than three threads protruding on the underside of the floor tray are not permitted.

Suspension and Wheels

32. Any method of suspension including elastomeric material or by pivots is prohibited.

33. Wheels must be equipped with pneumatic tyres (with or without tubes) and the front wheels / hubs must be fitted with rolling element bearings.

34. Wheels which have been cut and welded are prohibited.

35. The attachment of the wheels to the axles / hubs must incorporate locking pins or self-locking nuts.

36. The requirement for wheel retaining locking nuts or secondary locking devices is waived for CIK-FIA Homologated wheels and their associated fixings.

37. Hubs with a single retaining bolt feature must not protrude beyond the end of the axle unless designed for that purpose and must incorporate a retaining device.
38. Extended hubs with one or two retaining bolts designed to overhang the end of the axle are permitted.
39. Any hub with an overall length (excluding wheel studs) of less than 60mm must not overhang the ends of the rear axle.
40. No form of hub nave plate is permitted on the wheel.
41. Tyre bead retention pegs are permitted in all classes.
42. For Race Venue Events all wheels must be fitted with some form of bead retention inside and outside. Bead retention as a minimum is defined as a wheel with a minimum of a 0.5mm raised lip on the inner edges of the tyre housing.
43. For all gearbox Karts both rear outer rims must in all cases incorporate additional bead retention comprising three pegs at equidistant positions. Applicable to wet and dry tyres.

Tyres
44. When inflated on the wheel rims tyres must not exceed the following maximum external diameters:
   a. Bambino / Cadet / Inter: front 260mm and rear 290mm
   b. Superkart: front and rear 350mm
   c. All others: front 280mm and rear 300mm
45. Minimum external diameter must not be less than 222mm.
46. Tyres for all Classes must be as detailed in the Class Regulations.
47. All tyres designated for a specific Class must be identical in specification to the samples that have been tested and selected. Control tyres may be held by the ASN as a reference in the event of any dispute.
48. Tyres must be freely available as single units to the open market in the UK so that customers are not forced to buy either complete sets or other equipment in order to purchase a particular tyre.
49. To qualify as a wet tyre tyres must be moulded in such a way as to ensure that grooves are created to leave a minimum of 60% and a maximum of 85% of the total surface area as a raised tread pattern. The grooves must have a minimum depth of 2mm at race start.
50. Hand cutting of all tyres is prohibited.
51. Remoulded tyres are prohibited.
52. Heating of tyres by any method or their treatment by any chemical substance is prohibited. For the avoidance of doubt no manner of abnormally raising the temperature of the tyres/wheels above the natural ambient temperature is allowed.
53. Any Competitor found to be using chemical treatment on tyres in contravention of Regulations U16.9.6/D36, may in addition to any other penalty be referred to the ASN for further action (C4.3.2).
54. Mechanical removal of accumulated rubber debris is permitted.
55. The interior of the tyre (space between the rim and the internal part of the tyre) must be filled only with air or nitrogen.
56. For all gearbox Karts valve caps must be fitted to all valves at the start of each race or Practice session.

Brakes
57. Non-gearbox Karts must have effective brakes acting on the rear wheels only unless specified in Class Regulations.
58. Gearbox Karts must have brakes operating on all four wheels with independent front and rear systems which must be hydraulic. Should one of the systems fail the other must guarantee braking on two front or rear wheels.
59. Master cylinders must be fitted in a position safe from impact at least 150mm behind the front bumper or to the rear of the pedals.

60. Hydraulic pipes must be securely fitted to the Chassis Frame upper sides and be protected against damage.

61. All Karts must have an effective dual connection between the brake pedal and caliper if mechanical and between the pedal and master cylinder if hydraulic.

62. Where there is a dual linkage between master cylinders the mandatory requirement for a secondary dual connection is waived.

63. The prime connection may be either solid or cable operated with a secondary safety cable set slightly looser to act as a back up in case of failure.

64. Drum brakes are not permitted.

65. Brake discs must be made from ferrous material.

66. When a cable is used a minimum thickness of 1.8mm is mandatory.

67. If the brake disc protrudes below or is level with the main Chassis Frame tube nearest to the ground then an efficient rear brake disc protective pad (in Teflon, Nylon, carbon fibre, Kevlar or Rilsan) is mandatory in all Categories (except Gearbox Classes unless specified in Class Regulations). This protection must be placed laterally in relation to the disc in the longitudinal axis of the Chassis Frame or under the disc. It must be located within 120mm of the centreline of the brake disc.

Steering
68. The Kart must be controlled by a steering wheel with a continuous rim not incorporating any reflex angles in its basic shape.

69. The upper and lower one third of the circumference may be straight or of a different radius to the rest of the wheel.

70. Any device mounted on the steering wheel must not protrude by more than 20mm from the plane forward of the steering wheel (see App.10 Drawing X) and must not have sharp edges.

71. It is recommended that the minimum diameter for a steering wheel is not less than 300mm across its widest section.

72. Steering wheels with flat handgrips are acceptable.

73. Flexible steering controls by cable or chain are prohibited.

74. All parts of the steering must have a method of attachment offering maximum safety (split pins, self-locking nuts or burled bolts).

75. The fitting of a steering lock is not permitted when the Kart is being driven.

76. The steering column must have a minimum diameter of 18mm and a minimum wall thickness of 1.8mm. It must be a hollow tube and be constructed from magnetic Steel.

77. All Karts must have the steering column mounted in such a way that even if the bottom retaining fastening is removed it cannot pull free from its lower bearing.

Stub Axles
78. The use of chromium-plated stub axle assemblies is not permitted for any 250cc Gearbox Classes.

Seating

2025 National Competition Rules Chapter 18 Appendix 8 General Technical Regulations
79. It is recommended that the seat be made of a fire-retardant material.
80. The seat must be rigidly located on the **Chassis Frame** and designed to securely locate the **Driver** without movement relative to the **Chassis Frame** when cornering or braking.
81. It is mandatory that all seats comprise metal or nylon reinforcement at all the anchorage points between the seat supports any additional seat stays and the seat.
82. Reinforcements must have a minimum thickness of 1.5mm and a minimum surface area of 130mm² or a minimum diameter of 40mm.
83. All supports must be bolted or welded at each end.

**Pedals**
84. The pedals must never protrude forward of the **Chassis Frame** or bumper.
85. The accelerator must be operated by a pedal equipped with a return spring.
86. Any device linking the accelerator and brake pedals such that either of them may be prevented from being independently depressed partially or fully is prohibited.
87. For Karts in **Race Venue Event** specification the brake pedal and all the parts operating the master cylinders must be made of steel and must be strong enough to withstand the forces applied.

**Exhausts**
88. The exhaust system must exit behind the **Driver** and must not exceed a height of 450mm.
89. The terminal part of the silencer must not cross the quadrilateral formed by the outside of the wheels and the front and rear bumpers and must not present a hazard.
90. The Kart must have protection to prevent any contact between the exhaust system and the **Driver** when seated in the normal driving position.
91. Unless specifically authorised in **Class Regulations** exhaust lengths may not be varied whilst the **Kart** is in motion. Any such system must be failsafe in operation not present a hazard and incorporate a measurable reduction in sound level.
92. Intake and exhaust silencing is mandatory.
93. Engines must be prepared and equipped to meet or better noise level requirements.
94. **Event Organisers** and venue operators may impose more strict levels according to their own environmental requirements. Such additional restrictions must be published in the **Official Documents** and be approved by the **ASN**.
95. The requirements for noise control Officials (Environmental **Scrutineers**) are detailed in G.7.8.

**Noise Testing**
96. Effective exhaust and induction muffling is mandatory on all **Karts** so that noise level regulations are complied with.
97. The responsibility rests with the **Competitor** to comply with the noise regulations.
98. **Scrutineers** will check all intake and exhaust silencers for professional construction and secure fixing.
99. Any **Competitor** losing a silencer during a race will be immediately shown a black **Signal**.
100. Intake silencers sealed to the carburettor intake so that all air entering the carburettor passes through the intake silencer are mandatory for all **Classes**.
101. Details of specific silencing requirements and of approved silencers are given in App.11 to this Chapter.

102. In all classes all air entering the intake silencer must do so without the addition or proximity of any device that may direct an increased flow of air from the forward movement of the Kart towards the inlet.

103. The use of acoustic measures such as inserts between head and cylinder fins to reduce noise in air cooled classes is permitted unless prohibited by Class Regulations.

104. Noise testing must be carried out at all Kart Race Events using equipment equal to or better than the minimum requirements of C.7.3 which should be calibrated before use.

105. Tests will be conducted using a microphone suspended over the Track above the normal driving line and connected by cable to the Noise level meter.

106. The microphone should be positioned on a straight section of the Track at a point where Karts are at maximum power.

107. The measurement position should be selected so that the effects of ambient and reflected noise is minimised. This position will be shown on the Track Licence.

108. Maximum noise levels will be 108 dBA with a microphone set at a height of 1.8m ±0.1m or 105 dBA with a microphone set at a height of 3.6m ±0.1m above the track.

Fuel

109. Fuel must be Pump Fuel as defined in Chapter 8 part (a) plus lubricant where applicable. CIK-FIA compliant Fuel as defined in Chapter 8 part (b) may be used if specified in Championship Regulations.

110. The petrol / lubricant mixture as well as petrol only must comply with the ASN defined specifications in Chapter 8.

111. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited.

112. All systems of injection and/or spraying of products other than fuel are forbidden unless specifically permitted in Class Regulations.

113. Electrically powered Karts are permitted subject to ASN approval.

114. Alternative fuels may be permitted subject to ASN prior approval.

115. The fuel tank must be fixed in such a way that neither it nor the fuel pipes which must be flexible present any danger of leakage during the Competition.

116. The use of fuel catalyst devices fitted to fuel lines is prohibited.

117. If plastic is used for the tank it must be of a type suitable for carrying fuel.

118. The tank must supply the fuel pump with petrol under normal air pressure only.

119. Unless otherwise specified the petrol tank must be mounted within the area of the Chassis Frame.

120. Where appropriate the Class Regulations will specify tank capacity.

121. For all Classes to enable a fuel test to be conducted three litres of fuel should be present and a minimum of one litre of fuel must be present at the end of each Race. The penalty for failure to have the minimum quantity present is disqualification from the results in that Race.

122. Fuel samples will be tested in accordance with the procedure in D.34.

123. If control fuel is specified for use in an Event or Championship this must be specified in the Official Documents.

124. Any Competitor found to be using fuel or lubricants in contravention of Regulations may in addition to any other penalty be referred to the ASN for further action (C4.3.2).
125. **Competitors** must declare the percentage of lubricant used and further must provide when requested a minimum of 0.5 litre of that lubricant.

**Bodywork and Bumpers**

126. The following regulations apply unless specifically varied in **Class Regulations**.

**Short Circuit Karts**

127. All **Short Circuit Karts** must be fitted with bumpers and bodywork providing front rear and side protection.

128. All bodywork fitted to **Short Circuit Karts** (with the exception of Bambinos and pre-2023 900mm Cadet chassis) must be **CIK-FIA** Homologated with the sole exception of the rear protection. **CIK-FIA** Homologated bodywork that expired in 2008 or later may continue to be used.

129. **CIK-FIA** Homologated bodywork consists of a Front Fairing Front Panel (Nassau Panel) Rear Wheel Protection and Side Pods as well as their homologated bumpers/bars and fixings. All parts must at all times conform to the relevant homologation fiche in every way.

130. The combination of homologated bodywork elements of different makes or models is authorised save and except that the two side bodywork elements must be used together as a set. Components from the same element cannot be mixed i.e. side bars from one homologation cannot be used with side pods from another homologation.

131. Alternative **CIK-FIA** Homologated bumpers only as detailed on the **ASN** published list may be used in lieu of those homologated with the side pod or front fairing.

132. No element of bodywork may be used as a fuel tank or for the attachment of ballast.

133. No alteration of bodywork elements is allowed.

134. On non-gearbox **Karts** (except Bambino) the **CIK-FIA** Homologated detachable front fairing mounting kit (**CIK-FIA** drawing 2.2 / 3.2) must be used unless otherwise specified in **Class** or **Championship Regulations**.

**Front Bumper (App.10 Drawing x)**

135. The front bumper must:
   a. Consist of two magnetic **Steel** elements lower and upper.
   b. Be independent from the attachment of the pedals.
   c. Be attached to the **Chassis Frame** by four points.
   d. Have a minimum front overhang of 350mm.

136. The lower bar must:
   a. Have a height of 90mm ± 20mm.
   b. Have two attachment tubes of at least 50mm long parallel (in both horizontal and vertical planes) to the axis of the **Chassis Frame**. They must be 450mm ± 5mm apart and centered in relation to the longitudinal axis of the **Kart**. These attachments must be welded to the **Chassis Frame**.
   c. Have a minimum diameter of 20mm (the two corners must have one constant radius of curvature).
   d. Have a straight length of 305mm ± 10mm in relation to the longitudinal axis of the **Kart**.

137. The upper bar must:
   a. Have a height of 225mm ± 25mm from the ground.
   b. Have attachments 550mm ± 5mm apart and centered in relation to the longitudinal axis of the **Kart**. These attachments must be welded to the **Chassis Frame**.
c. Have a minimum diameter of 16mm (the two corners must have one constant radius of curvature).

d. Have a straight length of $385\text{mm} \pm 5\text{mm}$ in relation to the longitudinal axis of the Kart.

**Front Fairing (App.10 Drawing 2)**

138. The front fairing must:

a. Under no circumstances be located above the plane through the top of the front wheels.

b. Not comprise any sharp edges.

c. Have a maximum gap between the front wheels and the back of the fairing of 180mm (with the wheels in the straight-ahead position). 150mm maximum for gearbox Karts unless varied in Class Regulations.

d. Have a front overhang of 680mm maximum. 650mm maximum for gearbox Karts unless varied in Class Regulations.

139. Where the CIK-FIA Homologated detachable front fairing mounting kit (17.1.6) is mandatory it must at all times be fitted and maintained in the correct position in accordance with App.10 Drawing 17.5. It is not permitted to reposition nor attempt to reposition a front fairing except by stopping in the repairs area (where such a facility is provided) and this may not be done after passing the chequered flag and before release from Parc Fermé.

**Front (Nassau) Panel (App.10 Drawing 6)**

140. The front panel must:

a. Not be located above the horizontal plane through the top of the steering wheel.

b. Allow a gap of at least 50mm between it and the steering wheel.

c. Not protrude beyond the front fairing.

d. Have its lower part solidly attached to the front part of the Chassis Frame.

e. Have its top part solidly attached to the steering column support with one or several independent bar(s).

**Rear Bumper**

141. There is no mandatory requirement for a CIK-FIA Homologated rear wheel protection for National Events.

142. For all Classes except 210 National and Superkart 250 Mono a CIK-FIA Homologated rear wheel protection in accordance with the CIK-FIA regulations may be used in lieu of a rear bumper.

143. For all gearbox Classes where a CIK-FIA Homologated rear wheel protection is not used a rear bumper to gearbox rear bumper regulations (17.13) must be used.

144. The rear bumper must:

a. Be constructed from magnetic Steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm.

b. Consist of a minimum of a single horizontal tube with outer extensions forming a closed loop with two link tubes to the Chassis Frame anchorage points (as per App.10 Drawing 5 Diagram 1) at least 450mm apart at any point. The radius of the outer extension is free but it should not be less than 2.5 times the tube outside diameter.
c. Have its tube and uppermost extension element between 160mm and 200mm above the ground in dry configuration.

d. Have its upper tube and extension loops made from a single piece of tubing.

e. In side-view have a rearward rake of between 20 and 45 degrees to the vertical (see Diagram 3).

f. Have an overall width not exceeding the rear width of the Kart at any time (measured to the outside of the rear wheels or tyres whichever is the greater).

g. Cover at least 50% of each rear wheel / tyre at all times.

h. Have any attachment fasteners made of high tensile Steel.

i. Have any studs with more than three threads protruding from the rear of the Kart covered with appropriate nuts caps or suitable protective cover.

Side Bumpers (App.10 Drawing 9)

145. The side bumpers must:

a. Be fixed to two welded tube attachments that must be 500mm ± 5mm apart. These two attachment tubes must be least 50mm long parallel (in both horizontal and vertical planes) to the axis of the Chassis Frame.

b. Have their upper bar at a minimum height of 160mm above the ground.

146. The side bumpers may be shortened and re-drilled in order to reduce the width of the Kart; no other modifications are permitted to the CIK-FIA Homologated side bumpers.

Side Pods (App.10 Drawing 6)

147. The side pods must:

a. Never be located either above the plane through the top of the front and rear tyres or beyond the plane through the external part of the front and rear wheels (with the front wheels in the straight-ahead position). In the case of a “Wet Race” App.7 point 6 side pods may not be located outside the plane passing through the outer edge of the rear wheels.

b. Not have the outermost point of the external face located inside the vertical plane through the two external edges of the wheels (with the front wheels in the straight-ahead position) by more than 40mm.

c. Have a ground clearance of 25mm minimum and 60mm maximum.

d. Have uniform and smooth surfaces that must not comprise holes or cuttings other than those necessary for their attachment.

e. Have a maximum gap between the front of the side pods and the front wheels of 150mm.

f. Have a maximum gap between the back of the side pods and the rear wheels of 60mm.

g. Not overlap the Chassis Frame as seen from underneath.

h. Be solidly attached to the side bumpers.

Gearbox Kart Bumpers

148. All gearbox Karts in the 125 Open Superkart 250 Mono and 210 National Classes unless specified in Class Regulations must be fitted with bumpers / bodywork providing front rear and side protection.

149. Rear bumper measurements will be taken as follows:

a. For the upper element the measurement will be taken to the top of tube.

2025 National Competition Rules Chapter 18 Appendix 8 General Technical Regulations
b. For the lower element it will be measured to the top of the tube and then the diameter of that tube subtracted the result being the official measurement of height.

c. Where a gap is specified the gap will be measured between the bottom of the upper element and the top of the lower element.

d. All measurements to be taken with the **Kart** in dry configuration.

**Gearbox Front Bumper**

150. **The front bumper must:**

   a. Consist of at least two **Steel** elements. An upper bar mounted in parallel above a lower bar. Both bars with a minimum diameter of 18mm and a minimum wall thickness of 1.5mm and being connected with two vertical tubes and welded to the upper rail as a minimum and presenting a vertical flat face.

   b. Allow the attachment of the front fairing whenever a mandatory requirement.

   c. Be attached to the **Chassis Frame** by four points.

   d. Have a front overhang of maximum 350mm.

   e. Have the lower bar straight and with a width of 150mm minimum in relation to the longitudinal axis of the **Kart**.

   f. Have the attachments of the lower bar parallel (in both horizontal and vertical planes) to the axis of the **Chassis Frame**; they must be 155mm minimum apart but are recommended to be a minimum of 220mm apart as mandated by **CIK-FIA** Superkart regulations and centred in relation to the longitudinal axis of the **Kart** at a height of 60mm ± 20mm from the ground.

   g. Have the upper bar straight and with a width of 250mm minimum in relation to the longitudinal axis of the **Kart**.

   h. Have the upper bar 170mm minimum and 220mm maximum above the ground.

   i. Have the upper bar attachments 500mm ±50mm apart and centred in relation to the longitudinal axis of the **Kart**.

   j. Have the attachments of the upper bar and the lower bar welded to the **Chassis Frame**.

   k. At no time have its upper element exceeding the height of the foot pedals with the pedals in the relaxed position.

**Rear Bumper**

151. **The rear bumper must:**

   a. Be constructed of magnetic **Steel** tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.5mm.

   b. Consist of a minimum of two horizontal and parallel tubes with outer extensions forming a closed loop with a minimum radius of 2.5 times the tube outside diameter with two vertical link tubes to the **Chassis Frame** anchorage points (as per **App.10 Drawing 5 Diagram 2**).

   c. Have a maximum vertical gap between any two horizontal elements not exceeding 95mm except that maximum dimension may be exceeded provided that there is at least one element – minimum outside diameter of 18mm and minimum wall thickness of 1.5mm – fitted approximately centrally and vertically as seen from the rear either permanently fixed or clamped between these horizontal elements.

   d. Have its upper tube and uppermost extension element between 220mm and 280mm above the ground and...
be a minimum of 1100mm in length and a maximum of the overall Kart width.

e. Have its upper tube and extension loops made of a single piece of tubing.

f. Have its lower tube fixed horizontally between the main uprights or the end of the Chassis Frame main tubes between 40mm and 90mm above the ground in dry configuration be straight and a minimum of 600mm in length. If the Kart is fitted with a rear diffuser with a minimum of four vertical strakes not more than 20mm from the bumper the minimum height of the lower element must be between 75mm and 165mm. Alternatively for Race Venue Events only the lower tube must be between 100mm and 140mm above the ground in dry configuration be straight and a minimum of 600mm in length.

g. Inside have a rearward rake of between 0 and 45 degrees to the vertical (App.10 Drawing 5 Diagram 3).

h. In the case where a vertical bumper is fitted have the extension loops strengthened by triangulated Steel braces to the Chassis Frame to reduce folding in onto the rear tyre.

i. Have an overall width not exceeding the rear width of the Kart at any time (measured outside the rear wheels or tyres whichever is the greater).

j. Cover at least 50% of each rear wheel / tyre at all times.

k. Have any attachment fasteners made of high tensile Steel.

l. Not be an alternative design/material or an adjustable width bumper except with specific written approval from the ASN.

m. Have any studs with more than three threads protruding from the rear of the Kart covered with appropriate nuts caps or suitable protective cover.

Side Bumpers

152. Side bumpers are mandatory in all configurations whenever CIK-FIA Homologated bodywork is not used.

153. Side bumpers must:

a. Be made from magnetic Steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.5mm.

b. Consist of two bars each side of the Kart both bars being connected with two tubes and welded together and presenting a vertical flat face and they must be attached to the Chassis Frame by a minimum of two points. These two attachments must be parallel to the ground and must be a minimum of 450mm apart. Note for CIK-FIA Division 1 and 2 Superkarts the two attachments must be perpendicular to the axis of the Chassis-Frame and must be a minimum of 520mm apart.

c. Have a clearance between the bars and the tyres not exceeding 100mm (with front wheels in the straight-ahead position).

d. Not extend beyond the plane through the outside of the front and rear tyres with the front wheels in the straight-ahead position (dry configuration).

e. At all times cover a minimum of 66% of the rear tyres.

154. The lower bar must:

a. Not exceed the height of the top of the rear axle.

b. Have a minimum straight length of 500mm.

c. Be 60mm ± 20mm from the ground.

155. The upper bar must:

a. Be joined to the lower bar at each end and also include two additional uprights.
b. Have a minimum straight length of 400mm.
c. Be 200mm ± 20mm from the ground.

**Gearbox Short Circuit Bodywork**

156. Gearbox Short Circuit bodywork is defined as including mandatory bodywork to general Short Circuit Kart regulations unless varied in the Class Regulations.

157. Lateral bodywork and front fairings must never cut the plane through the top of the front and rear tyres.

158. Rear vertical wing ends are permitted if Class Regulations allow but any form of wing or winglets or fully enveloping body panels are not permitted.

**Gearbox Race Venue Event Kart Trim**

159. Gearbox Race Venue Event Kart trim is defined as any combination of wings (either full width or part width), side pods which are above the plane of the top of the front to rear tyres, or a full width front fairing to 17.23.2.

160. Wings are not mandatory.

161. If a front fairing is mandatory it will be specified in Class Regulations.

162. No part of the bodywork, including wings and end plates, shall be adjustable from the driving seat in racing condition when the Kart is in motion.

**Race Venue Event Kart Bodywork**

163. Bodywork bubble-shield and wing must:
   a. Be soundly constructed of a non-metallic material.
   b. If plastic be splinter-proof.
   c. Be designed to provide maximum safety for the Driver and other Drivers both during normal racing and in any accident.
   d. Not present any sharp edges.

164. No part of the bodywork including wings and end plates shall:
   a. Be higher than 600mm from the ground except for structures solely designed as head-rests with no possible aerodynamic effect.
   b. Extend beyond the rear bumper.
   c. Be nearer to the ground than the floor tray.
   d. Extend laterally beyond the plane of the front and rear tyres (with the front wheels in the straight-ahead position and with the wheels in their outermost position), except in the case of a wet Race (see Diagram 7).
   e. Have a width of more than 1400mm.
   f. Have a gap of less than 25mm between any part of the bodywork and the tyres.

165. Should a complete bodywork and bubble-shield be used, the bubble-shield shall be connected to the bodywork by no more than four quick release clips and shall have no other fixing device.

166. Should the bubble-shield be a separate structure, its maximum width shall be 500mm and the maximum width of its fixing frame 250mm.

167. The bubble-shield must neither be located above the horizontal plane passing through the top of the steering wheel nor be less than 50mm from any part of the steering wheel.
168. At the bottom the bubble-shield shall end symmetrically 150mm minimum from the pedals in the normal resting position and shall expose (not cover) the Driver's feet and the ankles.

169. In all cases, when the bubble-shield is removed, no part of the bodywork shall cover any part of the Driver seated in the normal position seen from the above.

170. The front of the nose of the bodywork must not constitute a sharp angle but must have a minimum radius of 20mm.

171. Front fairings must be such that it is possible for the front bumper to comply with the requirements.

172. They must not be wider than the front wheels when in a straight-ahead position and the top of the fairing must be above the horizontal plane passing through the top of the front tyres.

173. The floor tray shall be of flat construction and must have a curved beading edge.

174. From 230mm ahead of the rear shaft the floor tray may have an angle orienting it upwards (extractor). If the latter has one or two side fins, they must not protrude beyond the plane formed by the flat part of the floor tray.

175. Neither the floor tray nor any other part of the bodywork shall in any way resemble a skirt.

176. The floor tray shall not extend beyond either front or rear bumpers.

177. The width of the floor tray shall conform to and not exceed the dimensions of the bodywork including wings and end plates.

178. It is not allowed to cut lightening holes in the floor tray.

**Number Plates**

179. Number plates must have rounded corners (with diameters 15 to 25mm) and 220mm sides.

180. Stick-on panels used on an existing surface in lieu of a number plate need not have rounded corners and must be at least 170mm high by 170mm width with a minimum 10mm space on all sides of the numbers.

181. Number plates or stick-on panels as described above must be displayed in accordance with [App.10 drawing 17.25]. The numbers must be at least 150mm high and 20mm stroke width.

182. Numbers must be fitted to front rear and both sides and must be securely attached and numbers always legible.

183. For **Race Venue Events** number plates must be carried front rear and on the side facing the Timekeeper's box.
   a. The plates must be square with sides of minimum 250mm.
   b. The numbers must be minimum 200mm high with a minimum stroke of 30mm.
   c. The plates must be fixed so as not to bend or otherwise change their attitude in the airflow.

184. No **Club** may alter the requirements concerning the numbering of **Karts**.

185. The plates must be in opaque flexible plastic fixed in such a way that they are not deflected by the airflow. and the front and side plates may be made of fibre glass (polyester).

186. The plates must be solid or be attached to a solid backing and contain no holes other than those required for fixing.

187. The numbers must be of the ‘Classic’ type as shown below and represented with an Arial type font: 1–2–3–4–5–6–7–8–9–0.

188. Novice number plates will be black with either white or yellow numbers.

189. The **ASN** reserves the right to approve non-standard race numbers such as Grand Prix Winner – GP and 0 (zero) and also race numbers 1-10 (one to ten). No other non-standard numbers or numbers 1-10 are permitted.

190. Those awarded their respective "number" (one to ten) or non-standard plate may use it for the following year.

---

2025 National Competition Rules Chapter 18 Appendix 8 General Technical Regulations
should they continue to race in the same Class and in the same type of event (Short Circuit Gearbox one to ten may not use their numbers for Race Venue Events or vice-versa).

191. As soon as Championship results are declared final the previous seasons plates may no longer be used and the new Championship winners will be the only Drivers allowed to use such numbers.

Weight

192. Class Regulations will define minimum Class weights which are defined as the minimum weight for the kart plus driver and equipment (race condition) at any time.

193. Subject to 15 clubs may run Classes to heavier weight limits (if ASN approval is given by the issue of a Kart Technical Exception (KTE)) but may not reduce the weight limits.

194. If it is necessary to use ballast in order to achieve a minimum weight no installation of ballast be it a single unit or combination of units may exceed 5kg each and each such installation must be attached by at least two mechanical fixings.

195. More than one installation of ballast may be used provided that each is attached in accordance with Article 162 above.

196. No solid object (excluding jewellery / dog tags) may be carried on the Driver’s person.

197. Plugs and plug spanner may be carried on the Kart in a suitable receptacle secured to the Kart in a manner acceptable to the Scrutineer.

198. After a Kart and Driver have competed in any session it is not permissible to alter the weight of the Kart or Driver in any way before being weighed.

199. For Classes that include a minimum Driver weight only mandatory items of Personal Protective Equipment (PPE) as required by App.7 are to be included when the Driver is weighed.

Rear Lights on Race Venue Event Gearbox Karts

200. A rear-facing high intensity lamp must be fitted.

201. It will be permanently illuminated when wet tyres are fitted to the Kart or a Race is designated as a Wet Race or when instructed to do so by the Clerk of the Course.

202. Only lamps having a high intensity polarised light source and homologated with the ASN / FIA will be permitted.

203. The lens must have a minimum surface area of 280mm² and the illumination must be visible from a point 45° either side of the centre-line.

204. The lamp unit must be mounted securely and centrally on the Kart forward of the rear bumper and the whole illuminated area of the light is to be positioned in the area shown in Drawing 17.30 in wet or dry configuration.

205. The light must be able to be switched on by the Driver when seated in the normal driving position by means of a switch.

206. Karts with lights not switched on when a race is declared wet will not be let out onto the circuit from the Assembly Area or Pit Lane.

Engines and Transmissions

207. The Scrutineer must be satisfied that the engine transmission exhaust system and all associated parts are installed in an appropriate manner and will perform safely and present no undue hazard to the Driver or other Competitors.

208. Where hand-throttle systems are fitted to assist push starts these should be maintained in a clean and fail-safe

2025 National Competition Rules Chapter 18 Appendix 8 General Technical Regulations
Engine

209. The engine / motor must be the sole propelling unit of a Kart in running order.

210. Unless the Official Documents state otherwise only engines readily available through normal commercial channels may be used.

211. Forced induction in any form is not permitted.

212. Power valves are allowed subject to Class Regulations.

213. All electronic/microchip methods of operation are forbidden.

214. Unless Class Regulations permit any form of manually operated or variable ignition (advancing or retarding systems) is forbidden.

215. Unless Class Regulations permit the use of programmable electronic engine management systems which can be varied whilst the Kart is in motion is also forbidden.

216. Engines must be fitted with effective radio interference suppressors.

217. Only sealed leak proof batteries are permitted.

218. Proprietary lead acid batteries sealed for life properly mounted and protected are acceptable.

219. Engine starter batteries and separate auxiliary data logger batteries where permitted must be fitted to a main Chassis Frame tube or within the confines of the main Chassis Frame and shall be placed on the Chassis Frame in an area located to the side of the seat opposite the engine and behind the central strut or alternatively mounted on or behind the seat. If Lithium batteries are used they must carry the appropriate “EC” and markings.

220. Karts fitted with a self-starting system must also be fitted with an operational on/off ignition switch clearly marked with the relevant positions.

221. The Driver of a self-start kart must be in the seat when the engine is started if the Kart is placed on the ground or when it is running on the dummy grid. It is recommended that the brake is applied during the starting procedure.

222. Terminals and electrical connectors must be covered with insulating material.

223. No part of the cooling system is permitted to be located directly in front of the Driver’s seat and may not pass over any part of the Driver’s body.

224. All pressurised pipes must be reinforced and a catch tank is recommended on cooling systems with vented caps.

225. A retaining device is recommended on pressure caps.

226. The use of inhibiting agents including anti-freeze is permitted.

Transmission

227. The transmission is the method of transferring drive from the crankshaft drive sprocket to the back axle sprocket.

228. For some Classes this drive may have a variable ratio gearbox interposed between engine and back axle sprocket.

229. Direct drive Classes must not be fitted with a variable ratio transmission. However they may be fitted with a clutch if permitted in Class Regulations.

230. Clutches are recommended for all Bambino Cadet Inter and Junior Categories and are mandatory for all new Cadet and Junior ASN homologated engines.

231. Karts competing in the Gearbox Classes must be equipped with a variable ratio transmission providing a
minimum of two speeds and must be fitted with a clutch.

232. All Classes must use axles of magnetic Steel material with a maximum external diameter of 50mm.

233. The axle wall thickness at all points (except in keyway housings) must comply as minimum to the dimensions shown in the table below. Exceptionally axles for use in 210 and Superkart 250 Mono Classes with a diameter greater than 40mm must have a minimum wall thickness of 2.9mm. Please also refer to Class Regulations for any variations.

<table>
<thead>
<tr>
<th>Maximum external diameter (mm)</th>
<th>Minimum thickness (mm)</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>1.9</td>
</tr>
<tr>
<td>49</td>
<td>2.0</td>
</tr>
<tr>
<td>48</td>
<td>2.0</td>
</tr>
<tr>
<td>47</td>
<td>2.1</td>
</tr>
<tr>
<td>46</td>
<td>2.2</td>
</tr>
<tr>
<td>45</td>
<td>2.3</td>
</tr>
<tr>
<td>44</td>
<td>2.4</td>
</tr>
<tr>
<td>43</td>
<td>2.5</td>
</tr>
<tr>
<td>42</td>
<td>2.6</td>
</tr>
<tr>
<td>41</td>
<td>2.8</td>
</tr>
<tr>
<td>40</td>
<td>2.9</td>
</tr>
<tr>
<td>39</td>
<td>3.1</td>
</tr>
<tr>
<td>38</td>
<td>3.2</td>
</tr>
<tr>
<td>37</td>
<td>3.4</td>
</tr>
<tr>
<td>36</td>
<td>3.6</td>
</tr>
<tr>
<td>35</td>
<td>3.8</td>
</tr>
<tr>
<td>34</td>
<td>4.0</td>
</tr>
<tr>
<td>33</td>
<td>4.2</td>
</tr>
<tr>
<td>32</td>
<td>4.4</td>
</tr>
<tr>
<td>31</td>
<td>4.7</td>
</tr>
<tr>
<td>30</td>
<td>4.9</td>
</tr>
<tr>
<td>29</td>
<td>5.2</td>
</tr>
<tr>
<td>≤ 28</td>
<td>Solid Axle</td>
</tr>
</tbody>
</table>

234. The drive must always be to the rear wheels only.

235. Any method may be used provided no differential is incorporated.

236. All methods of chain oiling and greasing whilst the Kart is in motion are forbidden unless specifically permitted in the Official Documents.

237. Sprocket protectors are permitted in all Classes but must not be metallic.

238. Effective protection must be provided over the top and both sides of the exposed transmission chain (or belt) and sprockets and extend to at least the lower plane of the rear axle.

239. Access for the starter is permitted.

240. Clutches on non-gearbox Karts must be covered preferably by metal guards.
Non-gearbox Karts must use a 219 pitch chain only.

For Race Venue Events all rear axles must be fitted with a circlip – or a similarly effective hub retaining device – on each end of the axle.

Cameras

Where used cameras must be attached securely to the Kart and be approved by the Chief Scrutineer and Event Organiser. The weight of the camera (excluding any additional casing mounting and associated fixing) must not exceed 100g.

Where fitted the camera must remain operational at all times the Kart is on Track in any official session at the Event. The images captured by the camera must not be deleted before 30 minutes following the conclusion of the last race at the Event and must be surrendered to an Official of the Event on demand.
CHAPTER 18 KART RACING

APPENDIX 9

Kart Race Technical Drawings with Dimensions

Drawing 1

LEGAL

ILLEGAL

LEGAL

View from rear

View from side

Drawing 2

Only suits bearing one of the below labels are acceptable as CIK homologated

Drawing 3
### Drawing 4

![Drawing 4](image)

### Drawing 5

![Drawing 5](image)

<table>
<thead>
<tr>
<th>Code Letter</th>
<th>Short Circuit</th>
<th>Cadet 900</th>
<th>Cadet/Inter (950)</th>
<th>Limit</th>
</tr>
</thead>
<tbody>
<tr>
<td>A (Driver onboard)</td>
<td>25mm</td>
<td>25mm</td>
<td>25mm</td>
<td>Minimum</td>
</tr>
<tr>
<td></td>
<td>60mm</td>
<td>60mm</td>
<td>60mm</td>
<td>Maximum</td>
</tr>
<tr>
<td>B</td>
<td>180mm (150mm gearbox)</td>
<td>150mm</td>
<td>130mm(f)/ 160mm(r)</td>
<td>Maximum</td>
</tr>
<tr>
<td>C</td>
<td>60mm</td>
<td>60mm</td>
<td>60mm</td>
<td>Maximum</td>
</tr>
<tr>
<td>D</td>
<td>50mm</td>
<td>50mm</td>
<td>50mm</td>
<td>Minimum</td>
</tr>
<tr>
<td>E</td>
<td>250mm</td>
<td>250mm</td>
<td>200mm</td>
<td>Minimum</td>
</tr>
<tr>
<td></td>
<td>300mm</td>
<td>300mm</td>
<td>300mm</td>
<td>Maximum</td>
</tr>
<tr>
<td>F</td>
<td>680mm (650mm gearbox)</td>
<td>530mm</td>
<td>630mm</td>
<td>Maximum</td>
</tr>
<tr>
<td>G</td>
<td>1000mm</td>
<td>700mm</td>
<td>As homologated</td>
<td>Minimum</td>
</tr>
<tr>
<td></td>
<td>External width of front track</td>
<td>1000mm</td>
<td>As homologated</td>
<td>Maximum</td>
</tr>
<tr>
<td>H</td>
<td>40mm</td>
<td>40mm</td>
<td>30mm</td>
<td>Maximum</td>
</tr>
</tbody>
</table>
2025 National Competition Rules Chapter 18 Appendix 9 Kart Race Technical Drawings with Dimensions
Lower Tube Ø 20mm with one constant radius.

Upper tube Ø 16mm with one constant radius.

* ± 5mm, tube axes

Dimensions Dimensions in mm
**Drawing 13**

**STARTING GRID**

- Timing loop
- Yellow line: 25 m
- Between 50 m and 100 m
- Yellow line: ½ track width

Lines - Paint with anti-skid additive (ex. silica powder)
- White lines: Stroke min 100 mm max 120 mm
- Yellow line: Stroke min 200 mm max 250 mm
- Start/Finish Line should be 25 cm squares

**Drawing 14**

![1](1)

- ✔️
- ✗

**Drawing 15**

![Wing](Wing)

![Rear Bumper](Rear Bumper)

Dimensions:
- 800 mm
- 400 mm
- 200 mm
Correct Position

Unacceptable position – if any part of the front bumper tubes is in an area marked ‘A’