

## REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Committee
Date of Meeting:	19 June 2025
Closing date for Consultation:	12 September 2025
Email for comments:	<a href="mailto:kartconsultation@motorsportuk.org">kartconsultation@motorsportuk.org</a>

## Chapter 6 - Licensing

### Appendix 6 – Competition Licence Applications, Upgrading, Downgrading and Retention of Licences – Kart

#### Proposed Regulations

##### *Kart Inter-club to Kart National*

- 4.3. A Competitor who is qualified to hold a **Kart Interclub** licence may upgrade it to a **Kart National** licence either at renewal or during the year as follows: Obtain the **ASN Steward's** signature on the **Upgrade Card** at ten **Clubman** (prior to 31.12.2019) or **Interclub Kart Races**. One of these signatures may have been obtained at NatSKA or Kart **Clubman Events** held under an **ASN Permit**. A maximum of six signatures may have been obtained at **Super K-X Events**. ~~Completion of the ARKS Course will constitute one of the ten signatures.~~ Signatures must have been obtained at a minimum of three different venues; a maximum of one **Super K-X** venue will be counted for upgrading purposes. For **Competitors** in **Race Venue Events** only two different venues are required so long as the application is supported by a **Race Venue Karting Organising Club**. For upgrades containing both **Short Circuit** and **Race Venue Karting** signatures the minimum of three different venues is required. A **Competitor** may only obtain one signature per **Event**.

#### Date of Implementation: 01 January 2026

Reason: This proposal is designed to remove the ARKS signature from the Competition Licence Upgrade Criteria from Kart Interclub to Kart National licences. Following meetings with ARKS and other relevant stakeholders, this proposal is designed to only consider a Competitors racing experience as part of their upgrading criteria.

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## Chapter 18 - Karting

### Appendix 7 – Competitors Regulations including Personal Clothing and Licences

#### Proposed Regulations

- 2.6 Drivers** must use the **Track** at all times and may not leave the **Track** without a justifiable reason. For the avoidance of doubt:
- The white lines defining the **Track** edges are considered to be part of the Track.
  - 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.
- 2.7** Should a **Kart** leave the **Track** for any reason and without prejudice to [Art.2.9](#) below the **Driver** may re-join. However this may only be done when it is safe to do so and without gaining any advantage.
- 2.8** Causing a collision 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 the Course** and may entail the imposition of penalties up to and including the **Disqualification** of any **Driver** concerned.
- 2.9** 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.
- 2.10** Breaches of [Art.2.67](#) above may be reported and / or determined only by:
- A duly appointed **Judge of Fact** and / or
  - Senior Officials** through the use of suitable equipment under the control of the **Organisers**.
- 2.11** **In Qualifying** breaches of [Art.2.67](#) above may be penalised as follows:
- The **fastest** lap ~~lap on which the breach occurred should~~ **must** be disallowed. Note should be made on the result sheet of any times disallowed.

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**2.12** During races ~~the following scale of penalties will be applied~~ breaches of Art.2.6 above will be penalised in accordance with the following scale of penalties:

- a. 1<sup>st</sup> breach – no penalty
- b. 2<sup>nd</sup> breach – warning **Signal**
- c. 3<sup>rd</sup> breach – a 5 second penalty added to **Race** time
- d. 4<sup>th</sup> breach – a further 10 second penalty added to **Race** time
- e. 5<sup>th</sup> breach – **1 Lap Drive Through** penalty in addition to the proceeding time penalties
- f. 6<sup>th</sup> breach – Black **Signal**
- g. Care should be taken to ensure 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.

**2.123** 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.

**Date of Implementation: 01 January 2026**

Reason: This regulation proposal is designed to change the penalties for track limits at Kart meetings in Qualifying and Race sessions. In Qualifying, the proposal removes the offending Drivers fastest lap in Qualifying therefore encouraging Drivers to take additional care in Qualifying to ensure they stay within the limits of the Track. In the Race, the proposal incurs a 1 Lap penalty to the offending driver rather than a Drive Through Penalty as Drive Through penalties are not used in Karting.