

REGS

2026



**RULES AND
REGUALTIONS
2026.V1**



01.MARCH. 2026

NRG TEESSIDE SPRINT

SUMMER CHAMPIONSHIP

INTRODUCTION

The Teesside Summer Championship IKR, will be nine rounds held over seven weekends, with a double header in July and October, seven rounds to count.

We have set the championship classes up differently this year to give us more flexibility, with grids and revise how points are scored in mixed grids.

Entry to the championships will open on February 1st, 2026, along with entries for round 1.

Grids will run

Bambino C50 and MightE Bambino will run as a mixed grid

Cadet Honda 200 – 950 and 900 chassis cadets will run in a mixed grid

Micro Max – Minimum 10 for won grid if not will run off the back of Honda Cadet

Inter Max and R200 will run in a mixed grid

Junior Rotax will run its own grid

Senior Rotax 162 and 177 will run as a mixed grid

Pro Karts will run as a

- Senior grid including Novice/Pro and Club
- Junior grid

We reserve the right to remove any grid that cannot achieve minimum numbers for the season.

Tyres for 2026 season – please note that – each class will be allocated a set number of sets of tyres to use for the Summer Series, these will need to be entered on your scrutineering with the name starting tsk6.

Bambino will be able to use an unlimited number of tyres for the season – all tyres must reach a minimum of 2mm tread depth across the width of the tyre to be deemed legal.

Cadets both classes can use a maximum of three sets of slick tyres across the season and an unlimited number of sets of wet tyres.

All Rotax classes can use a maximum of five sets of slick tyres and an unlimited number of sets of wet tyres during the summer season.

All Pro Karts Classes will be able to use a maximum of five sets of slick tyres and Junior Pro Kart Entries can use an unlimited number of sets of wet tyres.

Paddock bay general rental will open on February 1st, 2026 – drivers who rented spaces in 2025 will be given first refusal on their spaces for 2026. These drivers have been contacted over the phone.

Paddock bays will be charged at £75 for the nine rounds and do not include electric, this will be charged per round at £20 per day and operates solely as first come first served. Paddock Bays are not allocated electric hook ups.

CIRCUIT RULES

Guidelines for your stay at Teesside,

1. We have a limited amount of paddock space, so we ask that.
 - a. If the paddock is full, please use the overflow carpark.
2. You should always leave a clear road around the carpark and do not block the entrance and exits.
3. The road outlined in YELLOW in the bottom paddock is an ambulance run and should always be kept clear.
4. You arrive at a reasonable time to allow us to let you in
5. If you are going to be late, please let us know so we can arrange for you to be let in.
6. If you arrive after the gates are locked, please wait until the morning to gain entry.
7. Park your vehicles with consideration to other users.
8. Waste containers must be used by all motorhomes, caravans, and race vans. These can then be emptied into the Elsan point only.
9. Charges for clean-up will apply to anyone allowing waster to follow directly on to the paddock floor.
10. Electric hook-ups are limited and will be allocated on a first-come first-served basis.
11. You should always bring a generator with you if you require power for the race weekend.
12. When using the hook-ups, you must be sensible. If you run ten extension leads with heaters and kettles plugged in and then start to weld it's going to blow the fuse, we do reserve the right to unplug anyone who is not being reasonable.
13. 1 electric hook up is for 1 motorhome/caravan only – bridging between motorhomes/caravans is prohibited and may result in the removal of the hook-up and no refund.
14. When using the electric hook-ups, you must NOT plug in a welder or any other high pull machinery. 15. NO WELDING IN THE PADDOCK
16. Generators should be turned off at 10 pm.
17. Generators should only be placed in a position that doesn't adversely affect other paddock users.
18. It shouldn't disturb others.
19. It shouldn't cause fumes to be directed into your or anyone else's awnings/tents or caravans
20. Generators should not be placed in your awning.
21. If your generator is very loud, you may be asked to turn it off.
22. Engines
23. You should not start your engines before 0800 or after 2000 unless otherwise directed by an official o
24. You should not excessively rev your engines at any time – especially on the dummy grid
25. We reserve the right to give penalties for people who contravene these rules
26. Engines should not be started on the stand in a way that allows the wheels to freely spin
27. Engines should be started on the ground or with the brake applied
28. Children are welcome to ride bikes and scooters in the paddock when the circuit is not running, as long as they do so in a considerate manner and are aware of cars and vans moving around the paddock.
29. Once the track is live the use of scooters and bikes in the paddock and viewing areas is PROHIBITED.
30. We will speak harshly with any parent who allows their child to become a nuisance, or to break this rule.
31. This rule is for the safety of your child.
32. Rubbish – all rubbish should be placed in bin bags and placed in or next to the large red bin and skip located behind the yellow gates.
33. Tyres – any driver that leaves tyres behind will be fined £100 for disposal per set – this will be applied to your Alpha account, and you will not be able to enter any events until it is paid.

General Sprint Rules

The goal of these regulations is to guide both the general safety of any meeting and the format the meetings will take. As the circuit operator, we will adhere to the safety guidelines of the National Karting Association. We reserve the right to change these regulations as we see fit at any time giving notice where possible via social network sites.

This Championship runs outside of the MSUK as an IKR [Independent Kart Race]. We still look to recognised regulations for each class.

We operate on the basis that 'if it doesn't say you can do it, then you can NOT do it', please always work on this assumption.

Summer 2026 – Championship

Teesside Summer Sprint Series Rounds will run as two-day events apart from the double headers which will run as a three-day event.

- All drivers are encouraged to provide their own TR2 transponder.
- There will be around 60 transponders for hire at the circuit for £20 per race weekend.
- Lost or damaged transponders will be charged to the entrant at up to replacement cost of £250. This charge will be added to your Alpha account or paid on the day.

General rules that apply to all classes

1. Tyres should only be used in the condition you buy them in from the manufacturer.
 - You should never add any chemicals including household cleaners or PVA cleaner, tyre softener to your tyres.
 - You should never manually rough-up/scrub the surface of the tyres
 - You should never apply heat [tyre warmers] to the tyre before racing.
2. No fuel additives
3. You must only use fuel purchased from the allocated garage adjacent to the circuit.
 - Only pump fuel from the designated garage.
 - Bambinos must only use a CIK approved oil.
4. Lead or ballast must be attached to the kart with a minimum of two mechanical fixings.
 - The total amount of ballast added to the kart must not exceed 30kg without prior agreement with the Clerk of the Course
5. All drivers should have a fire extinguisher on hand in their pit/paddock area.
6. All drivers should have a helmet that meets with BS6658 type B and be fitted correctly with a functional strap
7. An abrasion-resistant overall or race suit, gloves and footwear that protects the ankles
8. Minimum ages are laid out class by class, any drivers wishing to compete outside of these parameters must seek approval
9. All karts must be always moved around the site on trolleys.
10. No Karts can be driven in the paddocks at any time.
11. Kart must be pushed to the dummy grid and collected from outside of the gates on the pit lane.
12. Parents and mechanics must not walk up the pit lane towards the scales.

Entry

- All entries online <https://teessideautodrome.alphatiming.co.uk>
- No duplicate numbers will be allowed in the same class
- Your championship number will not be reserved or kept from previous seasons, so you will need to choose your number again for this championship
 - Members will be given priority when booking numbers
 - Seeded numbers are not in use
 - The use of 0, UK, S, I and GP plates can be used by prior agreement with the organiser – you will need to book online using a race number.
 - Drivers who won the right to use the 0 plate may select this number other drivers may not choose 0.
- We only take entries online, book, pay, signing on and scrutineering are online only.
- Each driver must check in, in person at the venue before driving on circuit
 - a driver's band will be issued
- For this championship each event is listed as a two-day event, with practice and the race day as one payment
- Qualifying will take place on the Saturday afternoon or the first day, for qualifying classes
- All entries must be made by 1200 on the Wednesday before the event, failure to enter by this deadline will result in starting all heats from the back of the grid.

Results and Grids

- Results from qualifying and each heat will be published online on the noticeboard for the event, you can find this in your Alpha account.
- Grids will be published only on results.alphatiming.co.uk/sgp
- Grids are not Printed.
- Random Grids will be published on the noticeboard which can be found in the app or your online account.
- Changes and notifications will ONLY be posted to the online via the Alpha Noticeboard.

Itinerary

This itinerary is a guide and may be subject to change, we aim to let the paddock know of any changes as soon as possible, but it is your responsibility to know when your next heat is starting if you are late to the dummy grid, the race will start without you.

No calls will be made for the grids a set time will be given for karts on circuit you should be wheels on the floor on the correct dummy grid spot a minimum of two minutes prior to that time.

i.e. – the one-track time is given as 1034 you should be wheels on the floor ready to go in the correct space at 1032, if there is a short delay of less than 10 minutes on track before your heat you should still be at the dummy grid on time.

Delays will be notified on the noticeboard for the event.

The official itinerary will be shared in the week leading to the event.

Race Procedure

Grid Positions

The driver with the fastest lap in qualifying or the driver allocated pole [in random heat grids] will start on pole and so on until the slowest driver is in the last position.

The grid will be closed when 2 laps of the previous heat left.

When the grid closes, any driver who is not in the correct grid place or on the grid position – WILL start from the dummy grid.

When the race starts, any driver starting from the dummy grid must wait for all karts to pass the exit [on the track] before joining.

Karts that become out of position during the rolling lap may resume their position during the roll-up lap, up until the leader is level with the last marshal post before the start line. This is at hair pin 3.

A yellow flag will be waived at HP3, drivers must be in place by then. Anyone who moves position after this will be 5 second penalty for breaking formation.

- Qualifying grids will be decided the starting position in heat one
- Heat one finishing positions will be the grid positions for heat two
- Heat two finishing positions will be the grid for heat three.
- The grid for the final will be decided based on points given for the finishing positions in the heats combined

The driver with the highest points starts on pole.

Random heat grids will be allocated and shared online on Saturday after qualifying.

Dummy Grid

Drivers should assemble on the dummy grid area, two by two and await instruction

A yellow flag or light will be shown to clear the grid/ start engines, and a green flag or light, will be shown to allow karts to leave the dummy grid and enter the circuit.

When exiting the dummy grid, karts should roll out of the dummy grid at walking speed until past the red and white barriers and are on to the track before increasing speed from walking pace.

Drivers are not permitted to accelerate from the back of the dummy grid before entering the circuit. Please queue in the first available space.

Any driving on the dummy grid should be done at slow pace until you have passed the armco barrier at the pit exit.

Qualifying time will start from the dummy grid exit of the first kart

Formation Lap

The pole-sitter should set the pace- this should be no more than half race speed – until you reach the acceleration cones on the start finish straight.

The pack should be following in the correct positions at no more than half-race speed

Consideration should be given when weaving on the formation laps, especially by more experienced drivers, to allow for less experienced drivers.

Starts

Only Bambino will start with a standing start all other grids will start with a rolling start

All classes will have a 3/4 rolling lap before the start [either rolling or standing] this is from leaving the pit lane and reaching the start line for the first time.

Bambino parents can walk to the start line and wait on the grass for their child to complete the out lap.

The start line marshal will then put them in the correct grid position; once all the karts are in place, parents can move forward and help their child get settled and ensure the engine is running correctly.

For Bambino starts MightE will always start at the front in their qualifying order with C50 behind; they will start with one dropped green flag.

All grids will start on a dropped green flag.

Race Formats

Bambino will race

8-minute qualifying

3 warm up laps

3 x 8-minutes +1 lap heats

8-minute + 1 lap final

Cadets, Micro, Inter and R200

8-minute qualifying

3 laps Warm up

3 x 8- minutes +1 lap heats

10- minute +1 lap final

Junior Rotax, All Pro Karts and All Senior Rotax

10-minute qualifying

3 laps warm up

3 x 10 minutes + 1lap heats

12 minutes + 1lap final

Race Finish

All sessions and races will finish with a Chequered Flag which is shown on the Digiflag and in most cases backed up with a manual flag.

Drivers are required to complete a cool-down lap of the circuit before re-entering the pits

All drivers are required to stop on the scales and weighed

Drivers that fail to meet the weight requirements for their class receive one of the following penalties as directed by the Clerk of the Course

- Start from the back of the grid
- Be disqualified from the session
- Be excluded from the whole days of racing

Cadets and Bambinos should be met at the pit exit with a trolley and wheeled back to your paddock area.

Drop down nose cones will be recorded as the karts enter the pit lane entrance. o Any driver seen to be tampering with the nose cone will be excluded from the whole meeting with no recourse.

Breakdowns on track

- Karts that break down on the circuit will be pushed to a place of safety.
- Bambinos and Cadets should wait for assistance from a marshal and should be told to stay in their karts until told otherwise by track staff

NO PARENT SHOULD ENTER THE CIRCUIT TO HELP OR RECOVER THEIRS OR ANY OTHER CHILD.

In the case of an accident, no parent should enter the track unless told to do so.

No parent or non-track personnel should touch, move or remove a helmet from any driver who has had an accident.

Our staff have paramedic-level technician training in dealing with RTA's and should be left to assess the situation and administer any needed help.

- No repairs should be carried out on the track.
- You may restart your kart, or a marshal may start your kart
- At the end of the race, we will recover any karts from the track; please do not enter the circuit unless specifically told to do so.

Scrutineering

1. All competitors must complete scrutineering online before official practice on Saturday; this must include all tyre barcodes.
2. If the barcodes are damaged on used tyres, you must have them marked by the scrutineer before official practice.
3. New tyres that do not have barcodes may not be used.
4. Karts must always meet these technical regulations during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.
5. The technical regulations are not an exhaustive list and only cover common or main points for each class; if you are unsure about anything not covered, contact an official.

6. Technical checks may be carried out before, during and after practice, qualifying and racing. The scrutineers are empowered to undertake any form of verification they deem necessary. The scrutineer may;-
 - 1 Select one or more karts at any reasonable and appropriate time from which the engine(s) shall be removed.
 - 2 Also, reserves the right to take away any engine or engines for inspection and/or dynamometer testing if they wish.
7. Engines will be returned to competitors without reassembly.
8. If an infringement has been found to exist, the driver is liable for an inspection fee in addition to any penalties.
9. The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, and has brakes, wheels and steering adequate for speeds likely to be attained.
10. It should not include any temporary components, nor present any undue hazard to its driver or competitors.
11. The chassis must be of one-piece construction, either brazed or welded and constructed from magnetic steel tubing whose cross-section is free.
12. A scrutineer may check all karts before being permitted onto the circuit. Please note that the fuel caps and systems will be checked during scrutineering, and if found loose or defective, they must be replaced/repared before the driver is permitted to race.
13. Any kart damaged or breaking down on the circuit during an event may be returned to the designated pit area for repair and must be checked before being allowed to continue.
14. Such checks will place emphasis on the safety of the kart in respect of securely fitted bumpers, seat and other equipment, such as bodywork, free from sharp protrusions which could cause injury or damage; and correct operation of the brake/throttle/steering.
15. On being removed from the racing circuit, the kart must be weighed and presented to scrutineers before proceeding to the pit for repairs.

Penalties and Warnings

INFRINGEMENT	PENALTY
ABC- Advantage by contact – first offence	Warning and a 5-second penalty
ABC – Advantage by contact – second offence	Black flag – 5-second penalty
Driving in an unsafe and reckless manner	Warning/black flag/DSQ
Aggravated contact	Black Flag/ DSQ from the meeting
Failure to make the grid	Start from the back of the grid
Overtaking during formation laps	5-second penalty
Weaving or spinning during formation laps	5-second penalty or grid penalty
Jumping the Start	5-second penalty 1st offence/ 10 second 2nd offence
Spinning out on the warm-up/rolling laps	Start from the back of the grid
Not attending the briefing	£50 fine
Failure to comply with flag signals – first offence	Warning – 5-second penalty
Failure to comply with flag signals – second offence	Black flag – 5-second penalty
Failure to comply with flag signals – third offence	10-second penalty
Overtaking or failure to slow down after chequered flag	Up to 5-second penalty
Drugs and alcohol	Exclusion meeting – possible Championship

Drugs and alcohol – pit crew/Family	Exclusion
Aggressive and/or abusive behaviour	Exclusion
Aggressive and/or abusive behaviour – pit crew/family	Exclusion
Failure to obey an official of the meeting	Exclusion from meeting
Underweight	Qualifying start from back of grid / race DSQ
Failure of scrutineering	Exclusion from meeting
Failure of scrutineering engine/s	Exclusion from Championship
Unsporting conduct on or off the circuit	At the discretion of CoC
Breaking formation after HP3 waived yellow	5 seconds

Application of penalties and Warnings

Warnings will be on the Digi flag during the race when available or given manually.

Warnings that must be applied post-race will be announced on the results.

It is the drivers' responsibility to check the flag every time they pass it.

It is the driver's responsibility to make their way to the CoC if required.

Parents of children who are receiving a penalty are not permitted to interfere with the CoC discussion with the child.

We are not trying to upset or verbally abuse your child

We are advising them and trying to teach them the correct way they should perform on the circuit.

Parents who do not behave reasonably, become aggressive or verbally abusive will incur penalties up to and including the disqualification of their child from the race or the Championship. Likewise, for any other party, senior drivers that become aggressive.

Heat and Points System – Sprint Championships

Each driver will either take part in qualifying on Saturday afternoon or be assigned a random starting grid position. These grid positions will be generated using the computerised timing system.

The following classes will take part in qualifying:

Bambino

Cadet

Inter

All Junior and Senior classes will start Heat 1 using a **randomly generated grid** produced by the timing system.

Each driver will then take part in **three heats**.

Heat 1

Drivers will start Heat 1 in the grid positions determined by qualifying or by the randomly generated grid.

Points will be awarded based on finishing position as follows:

1st 50, 2nd 49, 3rd 48, 4th 47, 5th 46, 6th 45, 7th 44, 8th 43, 9th 42, 10th 41, 11th 40, 12th 39, 13th 38, 14th 37, 15th 36, 16th 35, 17th 34, 18th 33, 19th 32, 20th 31, 21st 30, 22nd 29, 23rd 28, 24th 27, 25th 26, 26th 25, 27th 24, 28th 23, 29th 22, 30th 21, 31st 20, 32nd 19, 33rd 18, 34th 17, 35th 16.

Heat 2

For Bambino, Cadet and Inter classes, the grid positions will be determined by the **finishing positions from Heat 1**.

For Junior and Senior classes, a **new random grid** will be generated by the timing system.

Points will again be awarded based on finishing position.

Heat 3

For Bambino, Cadet and Inter classes, the grid positions will be determined by the **finishing positions from Heat 2**.

For Junior and Senior classes, a **new random grid** will be generated by the timing system.

Points will again be awarded based on finishing position.

Final Grid

The starting grid for the Final will be determined by the **total points accumulated across the three heats**.

The driver with the **highest total points** will start from pole position, with the remaining drivers lining up in descending order of points. The driver with the lowest points will start at the back of the grid.

Championship Points

Championship points are awarded to each driver based on their **finishing position in each heat and the final**. These points are added together to determine the **overall championship standings**, with the driver scoring the highest total points over the season being declared the championship winner.

Sprint Final Points:

1st 65, 2nd 58, 3rd 53, 4th 48, 5th 45, 6th 43, 7th 41, 8th 39, 9th 37, 10th 36, 11th 35, 12th 34, 13th 33, 14th 32, 15th 31, 16th 30, 17th 29, 18th 28, 19th 27, 20th 26, 21st 25, 22nd 24, 23rd 23, 24th 22, 25th 21, 26th 20, 27th 19, 28th 18, 29th 17, 30th 16, 31st 15, 32nd 14, 33rd 13, 34th 12, 35th 11.

The maximum number of points that can be scored at a single round is **215 points**.

To receive championship points a driver must have completed **at least 50% of the race distance**.

Any **disqualification (DSQ)** from a heat will result in **zero points being awarded for that heat**. A disqualification from the meeting will result in **zero points for the entire round**.

Any round where a driver is **disqualified cannot be used as a dropped round** and must count towards the driver's championship point scoring rounds.

Code of Conduct

- 1) A driver must sign on and pay for testing or racing before going on to the circuit.
- 2) Every driver must check in, failure to check in will result in not being allowed on circuit.
- 3) You need to understand that all drivers take part at their own risk.
- 4) The circuit operators do not provide personal injury insurance for any owner-driver event to any driver.
- 5) When on the circuit a driver must obey all signals given by flag marshals and officials.
 - a) You must slow down for waved yellow flags
 - b) No overtaking for waved yellow flags
 - c) Red flag you must reduce your speed to walking pace and return to the pits unless instructed to do otherwise.
- 6) A driver must always drive with care, looking well ahead and within safe limits relating their skill levels and the skill levels of those around them.
- 7) Testing or practicing is not racing, then you should back off for slower karts and overtake when it is safe to do so.
 - a) The responsibility for safety always remains with the approaching driver.
 - b) Groups of karts that are racing during practice will be black flagged.
- 8) In the event of a kart stopping on the circuit due to a mechanical problem, the driver must pull into a safe position off the circuit and wait until the session is finished to allow recovery.
 - a) Drivers will be asked to leave their kart, by the marshal and taken to wait in the marshal hut.
 - b) Cadet drivers must be told to stay in the kart until assistance arrives.
 - c) Parents may only go onto the circuit once they have obtained permission from the circuit manager. They will be escorted.
- 9) When leaving the circuit, a driver must make a clear and early indication that they intend to come into the pits by raising an arm into the air.
 - a) Then proceed into the pits at a walking pace.
 - b) All work, including driver changes, refuelling and mechanical work, can only be carried out in the paddock area.
- 10) No one is allowed onto the circuit without the permission of the Race Director.
 - a) All spectators must stay outside of the barriers and out of the pits area. 10) Do not move any barrier or interfere with any safety equipment.
- 11) All karts should be on a trolley and pushed through the paddock.
 - a) If a trolley is not available, then a kart may be pushed on the floor with the engines turned off. 11) Do not use foul language or be abusive to other drivers or their team.
 - a) If problems arise either on the circuit or in the paddock, please contact a member of Teesside Karting's staff.
 - b) Use of aggressive, abusive or threatening behaviour towards a member of the Teesside Karting staff, by the driver, a member of their families or pit crew could result in the driver receiving a penalty or disqualification from the meeting.
- 12) Competitors should work on the basis that if any process has not clearly stated as being permissible, then they should accept that it is illegal.
- 13) Drivers that do not comply with the rules and regulations for their class will be disqualified from the round, after an enquiry into the incident.
- 14) Drivers or teams that have deliberately run outside of the rules and regulations to gain an advantage will be-
 - Disqualified from the Championship
 - Refused entry to further events, including testing at Teesside
 - We will also inform the other IKR and MSA circuits that the driver or team are likely to race at.
 - Ignorance is not an excuse for not complying to the rules and regulations,
- 15) If you do not understand any rules and regulations laid out here or in future SRs, please seek confirmation from the Clerk of the Course before proceeding.

- 16) Any driver, mechanic or member of a pit crew, parent or guardian who may have mechanical contact with or drive a kart may NOT consume alcohol during a race day and should limit the amount of alcohol they consume the night before.
- 17) If their child is injured, they may be required to make important decisions about their child's wellbeing or take their child to the hospital.
- 18) By consuming alcohol or similar while your child is racing, you will be compromising your child's welfare. This is a serious safeguarding concern and will be reported to authorities.

Respect in Racing – Fostering a Positive Karting Environment

Karting is an exciting and challenging sport that brings families and competitors together. However, the increasing competitiveness and rivalries have, at times, created an unpleasant atmosphere in karting paddocks. Respect in Racing aims to address these issues by promoting a culture of respect, gratitude, and positive behaviour among everyone involved in the sport.

Our Vision

Respect in Racing unites karting championships across the UK under a common framework. Our goal is to create a supportive and enjoyable environment where young drivers can thrive, develop their skills, and learn the values of sportsmanship in a positive setting.

Core Principles

- 1) **Respect:** Treat fellow competitors, officials, and spectators with dignity. Refrain from any behaviour that could be deemed disrespectful or harmful.
- 2) **Sportsmanship:** Embrace the true spirit of competition. Win with humility, lose with grace, and always acknowledge the efforts of others.
- 3) **Safety:** Prioritise safety in all actions and decisions. Follow official instructions and adhere to all safety protocols to ensure a secure environment for everyone.
- 4) **Integrity:** Uphold honesty and fairness in every aspect of the sport. Avoid any actions that could compromise the integrity of racing.
- 5) **Community:** Foster a positive and inclusive karting community. Support one another and work together to create a welcoming atmosphere for all.

Expectations and Responsibilities

For Parents and Guardians: Support and encourage your child, focusing on effort and enjoyment rather than just winning. Model the sportsmanship you wish to see in your children and maintain a positive attitude.

For Drivers: Understand and respect the rules and signals of racing. Your behaviour sets an example for peers and reflects the values of our community.

For Organisers and Officials: Provide clear communication, fair adjudication, and ensure the safety and well-being of all participants.

Mandatory Actions

- 1) Make friends with other families and support each other.
- 2) Regularly teach and remind drivers of flag signals and their meanings.
- 3) Offer assistance to those in need, whether it's a broken kart or a driver needing help.
- 4) Thank officials and staff for their efforts in organising events.
- 5) Follow all safety guidelines and stay within designated spectator areas.
- 6) **Prohibited Actions**
- 7) Shouting, swearing, or arguing with others, especially in front of children.
- 8) Entering the track without permission or revving engines unnecessarily in the paddock.
- 9) Posting negative comments or content on social media.
- 10) Lifting karts on the grid or taking matters into your own hands.

Penalties for Policy Breaches

Respect in Racing takes breaches of these policies seriously. Penalties range from verbal warnings to bans, depending on the severity of the offence. Breaches will be documented and reported to ensure consistent and fair enforcement across all association members.

Level 1 Breach (Minor): Verbal warning, with potential fines for further offences.

Level 2 Breach: Minimum 30-day ban from all clubs.

Level 3 Breach (Serious): Minimum 60-day ban, potentially extending to a season or lifetime ban.

Our Commitment

By adhering to the Respect in Racing policy, we are committed to creating a positive, respectful, and enjoyable karting environment. We encourage all participants, parents, and organisers to embrace these principles and work together to enhance the experience for everyone involved.

Join us in making karting a sport where respect, integrity, and sportsmanship are at the forefront.

Regulation By Classification 2026

General rules for parents/guardians.

- 1) No parents will be allowed to stand on any part of the live circuit at any point.
- 2) Parents do not enter the pit area or weighing area; we will help your child or call you over
- 3) A waiting and collection area has been allocated to collect drivers at the end of each race with a kart trolley.
- 4) During a Race event, parents are only allowed to walk down during the out lap and wait on the grass adjacent to the grid once all the drivers are placed in the correct spaces by the start line marshall, you will be allowed to walk forward to your driver.
- 5) Once 'clear the grid' is called, you must move immediately off the circuit.
- 6) Failure to clear the grid or refusal to remove yourself may result in disqualification of the driver from the event
- 7) Karts must remain on a trolley in the pits and paddock.
- 8) Drivers must not be in the kart when on the trolley
- 9) Engines must not be started, while off the ground – four wheels must be in contact with the ground when the kart is started.
- 10) Free-spinning wheels at head height are extremely dangerous and could cause significant injury to a child or pedestrian. – think hair/scarfs/tiny hands
- 11) Karts may only be started on the dummy grid when the grid marshal calls 'ENGINES ON' or 'START YOUR ENGINES.'
- 12) Karts must not be revved excessively as to cause a nuisance.
- 13) It is NOT permitted at any time
- 14) to rev, the kart with the back wheels lifted off the floor
- 15) to rev the kart while moving the kart manually back and forth to scrub/clean or heat the rear tyres.

C50 – Comer

Championship Regulations

See General Sprint Regulations

Registration via <https://teessideautodrome.alpahtiming.co.uk/register/series>

Race Day Regulations

Race Format –

- 8-minute qualifying
- 8-minutes +1 lap heats x 2
- 8-minute + 1 lap final

Competitor Eligibility

C50

5-8 years old

- Considered eligible after their fifth birthday only – this also applies to testing
- Until the 31st December of the year, they turn 8-years old
- Must complete the assessment at Teesside
- Drivers must obtain a minimum lap time, set on the day
- Drivers must show a minimum level of competence and awareness on the track

- Drivers who fail to pass the assessment procedure will not be permitted to race or compete in time trials at the Teesside Sprint
 - Drivers may attend practice sessions and training days
 - If they are over 5 years old
- Drivers can ask to be assessed again later once they have shown improvement.
- **Weight. Minimum 71kg, including the driver**

Kart Eligibility

C50

- 1) Teesside offer no pooled engines
- 2) Teesside will not replace clutch springs for competitors
- 3) Carburettor jetting is free.
- 4) One foam air cleaner of standard specification is always to be present and must be kept clean and dry.
- 5) Engines must be tagged
- 6) No other intervention with these motors is permitted.
- 7) Any engine deemed to be unfit/ seen to have tampered with / comes in question due to performance will be placed in parc fermé removed from the kart, boxed, and sent away to the relevant body for scrutineering.
- 8) Drivers/Parents who refuse to allow the engine to be sent away for scrutineering will be disqualified from the round and score no points.
5. Technical Kart Regulations as follows
- 9) Karts must comply with the Technical Regulations of the current MSUK Yearbook section (U), except where detailed below. These Regulations are subject to periodic review and possible alteration.
- 10) Chassis. MSUK registered Bambino chassis only, see Appendix 1 or www.msauk.org/karttech.
- 11) Materials. Carbon fibre, Kevlar, Magnesium and Titanium components are prohibited.
- 12) Bodywork & Bumpers as registered with the chassis.
- 13) Dimensions.
- 14) At all times the rear bumper must not exceed the overall width measured to the outside of the rear wheels or tyres (whichever is greater)
- 15) The rear bumper must always cover at least 50% of each wheel/tyre
- 16) The side pods may not be located outside of the plane passing through the outer edge of the rear wheel or tyre (whichever is greater).
- 17) Overall width at the rear: Maximum 1100mm.
- 18) Steering. Camber/caster adjustment by any means is not permitted.
- 19) The engine as raced must always conform in all aspects with the MSA homologation fiche.
- 20) Compliance with the fiche may be checked at any time during an event.
- 21) The engine numbers and seal numbers must match the information held on the UK agent's database and the engine's official logbook.
- 22) All parts must be standard genuine Comer parts as listed on the parts list.
- 23) The engine must have the exhaust cover fitted.
- 24) No addition of or other change of material is permitted.
- 25) No modifications, tuning or rectification to fiche for whatever purpose is allowed except as listed below or where expressly permitted
- 26) Repair of damaged threads with helicoils is permitted.
- 27) The repair of the cylinder spark plug thread and/or coil mounting threads is not permitted.
- 28) The spark plug cap may be replaced by parts of other commercial manufacture and which must be directly equivalent.
- 29) The spark plug used must be unmodified and must always use the washer supplied.
- 30) Gaskets may be trimmed for alignment of parts.
- 31) A wet box or splash guard may be attached to the chassis.
- 32) The airbox can NOT be modified in any way to aid the attachment of the wet box.
- 33) The wet box cannot be attached to any part of the engine.
- 34) Carburettor. Dell'Orto SHA 12/14 L as per the current homologation fiche.

- 35) The carburettor must remain unmodified and conform in all aspects to the official homologation fiche. g) The C50 class will run with the 10mm restrictor in place.
- 36) Engine Lubrication. Any oil specified in the current CIK list of homologated lubricants, which can be found at www.cikfia.com.
- 37) Engine Price. The retail price of the engine, when new, including carburettor, ignition, drive sprocket, clutch, ignition, intake restrictor and exhaust, when sold in the U.K. will be £541 + VAT.
- 38) This price may be subject to a yearly increase as agreed with the MSA.
- 39) Transmission.
- a Direct from the engine to the axle via a single length of chain.
 - b Only an 80-tooth rear sprocket may be used unless a single other size of sprocket is specified in SRs.
 - c The internal running surface of the clutch must remain dry and free of grease, lubricant, or any additional substance.
- 40) Axle, as registered with the chassis.
- a Must be fitted with circlips on the ends of the axle.
- 41) Chain/Sprocket Guard. A chain/sprocket guard complying with U18.8.5 must be fitted.
- 42) Brakes, as registered with the chassis.
- a Mechanical system with solid disc acting on the rear axle only.
 - b Interruptions on the brake surface (drilling, grooves, slots, etc.) are permitted
 - c Radially vented discs are not allowed.
 - d If the brake system is registered with dual linkage, this must be fitted at all times.
- 47) Brake Disc Protector. Where required by the regulation, a brake disc protector in accordance with U16.10.10 must be fitted.
- 48) Tyres. Le Cont MSA 04, all-weather tyres. (a) Front: 10 x 4.00 x 5 (b) Rear 11 x 5.00 x 5.
- a Maximum tyre circumference: Front 820mm, rear 840mm.
 - b The minimum tyre treads depth is 1mm at any point.
 - c Wheels. Widths measured from outside edges:
 - d Front: 100mm min. and 115mm max.
 - e Rear: 140mm ± 2mm.
- 49) Number Plates. Black with white numbers (see U17.27). The numbers must be of the 'Classic' type described in
- 50) Side pod number plates/stick-on panels must be a minimum of 16.5cm high by 7.8cm wide, with a minimum 1cm space on all sides of the numbers.
- 51) Numbers must be a minimum of 13cm high, and minimum 1.5cm stroke width. They must be displayed in accordance with drawing U17.25 of MSA Yearbook section U.
- 52) Data Logging. The use of data acquisition is forbidden apart from the collection of an engines' RPM, GPS and lap time data only. Any sensors not permitted by these regulations must be removed from the kart.

Cadet Classes

Micro Max and Water Swift restricted will run to the national regulations laid out for the class by the Class stake holder for the 2026 season.

Honda Cadet will follow the regulations laid out in this document, any areas not covered will then be governed by the regulations and requirements laid out nationally.

1. Championship Regulations
 - a. See General Sprint Regulations
 - b. Registration via <https://teessideautodrome.alpahtiming.co.uk/register/series>
2. Race Day Regulations
 - Race Format – 8-minute qualifying
 - 3 laps warm up [race day]
 - 8- minutes +1 lap x 2 heats
 - 10- minute +1 lap final
3. All Cadet karts must be pushed to the grid on a kart trolley
 - i. NOT driven through the pits or paddock.
 - ii. If a trolley is not available, the kart may be pushed on the floor by an adult without the driver in situ [in the seat]
 - iii. The driver should not be in the kart while it is on the stand
 - iv. The kart can only be started when it has been lifted down from the stand and is on the floor of the dummy grid
4. Competitor Eligibility
 - a. Honda 200 Cadet
 - i. From their 8th birthday to the 31st December in the year of their 12th birthday
 1. Considered eligible in the year they turn 8 years old but must prove competence to compete before they turn 8 years old
 - ii. Drivers must weigh 107kg when weighed with full kit with the kart.

Kart Eligibility

5. Engines Honda 200 Cadet engines
 1. The Honda Cadet 200 engine is sealed engine that is predominantly supplied by RPM, from 2023 the class has opened to allow other engines builders to sell and service these engines.
 2. The engines will be sealed by the engine service centre or builder before being sent out or sold.
 - a. Engines directly from RPM will be able to run with a BLUE tag.
 - b. Engines from other service centres/engine builders will only run with BLUE tags
 1. we recommend that any second-hand engine that you purchase is returned to RPM or another service centre, to be checked and serviced and has the seal numbers recorded before you use it to compete at Teesside.
 2. Teesside may also ask RPM to confirm these seal numbers at anytime
 - a) All cadet engines must be run with a DEP exhaust.
 - b) All cadet engines must always have the 15mm RPM restrictor in place.
 - c) If at any point the seal numbers or restrictor size output of any engine is called into question, TSK LTD reserves the right to remove the engine from the competitor and return it to RPM for independent inspection and scrutiny.
 - d) RPM will only discuss the outcome of these tests with Teesside, who will then jointly decide the outcome or penalties to be applied.
 - e) Competitors, Teams, and Parents should wait to be contacted by Teesside and not directly contact RPM.

- i Parents who contact RPM directly or visit RPM whilst their engines are being scrutineered will face harsh penalties.
- ii Harassment of RPM/Teesside officials during this process will result in the application of penalties being applied to your driver.

A very dim view is taken of any form of cheating.

- a. if a competitor is found to have been tampering with the engine, we will endeavour to inform all circuits of your actions.
- b. RPM reserve the right to only return engine to competitors in the original untampered with condition – any charges incurred in this process will be passed to the competitor and the engine will not be returned until this is settled.
- 8. RPM will have scrutineers attending the Teesside Sprint during the season.
- 9. Any competitor that is found to be deliberately cheating will receive an instant ban with no right to recourse.
- 10. Buy back- all RPM 200 extreme engines are subject to a buy back clause.
- a. See the section on Buy Back on the Supplementary information pages of these regulations.
- 11. Gearing is fixed to 20 front and 68 rear for Honda 200 Extreme Cadets

GENERAL [Engine]

1. All engine numbers and seal numbers must be registered with the organiser no later than signing on the morning of the race day.
2. In the event of a competitor wishing to change engine during the race day, the permission of the CoC should be sort out before any work commencing.
 - a. You should bring a list of the engine numbers and seal numbers to Race Control for the attention of the CoC.
 - b. The CoC reserves the right to refuse permission to use a second engine.
 - c. The case of the competitors' engine being taken for scrutineering the original engine will be required to be sent for scrutineering additionally and should be made available at par femme.

Chassis

1. Only MSA homologated Cadet chassis will be permitted
2. 900mm and 950mm chassis are permitted for use.
3. The 950mm chassis will run to national regulations not laid out here.
 - i. The chassis should remain homologated in all respects and should only be modified for safety reasons.
 - ii. The only modification allow are the additional fitment of Seats, Nassau Panels, front fairing and ballast to achieve the required weight.
4. Prohibited materials are Kelvar, carbon fibre [expect for seats and floor tray], magnesium and titanium.
5. Dimensions
6. Wheelbase 900mm – 950 mm +/- 5mm
7. Overall length 1700mm-1750mm
8. Overall width min 2/3 wheelbase
9. Max 1200mm

Steering

1. Camber and caster adjustment by means of a single, solid eccentric on the top face of each yoke.
 1. The use of two fixing screws per adjuster to maintain its position
 2. The angle of the Kingpin from its standard position must
 - a. not exceed 2mm; therefore, the diameter of the hole in the yoke must not exceed
 - b. 4mm greater than the kingpin e. Floor tray
 3. There must be a rigid, flat floor from the seat to the front of the chassis passing under the pedals. This must be secured to prevent the driver's feet being able to slide off. ii.

Perforations of any kind must not exceed 10mm and should only be made to attach ballast or other applicable accessory.

Bodywork and bumpers

All Cadet karts must be fitted with bumpers and bodywork to the front, sides and rear to provide

1. Rear bumpers must be secured with a minimum of two mechanical fixing and anchored with the addition of zip ties
2. Front bumper
 - a. Must have four attachment points welded to the chassis-frame
 - b. Have the lower and upper tubes connected by a minimum of one aluminium or connecting upright
 - c. Front nose cone
 - i. Must have a width of 800mm +/- 150mm
 - ii. Must be set 25mm-60mm above the ground in a dry set up v. Side pod bar
 - iii. Must comprise of a single metal tube with a minimum diameter of 18mm and be securely attached to the chassis with the minimum of two mechanical fixings of each side of the kart.
 - iv. If running side pod lose the addition of zip ties to provide an anchor is recommended.
 - v. Side pods
 1. Must have a minimum height of 70mm and a minimum length of 250mm and be located immediately above ground clearance.
 2. Must not include holes or cuttings except those necessary for the fitment and must not exceed M8
 3. Have a clearance of 25mm-60mm above the ground in a dry set up vii. Further guidance and regulations are available and should be adhered to, in the MSA yearbook section U. g. Torsion Bar. If the kart is homologated with a rear torsion bar, the kart must always only be run with it in place and locked.
1. Front and side torsion bars are not permitted.

Seats

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

Transmission

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

Axel

- a. A magnetic parallel 25mm diameter axel.
- b. Spilt quick-release axle bearings are not permitted.
- c. Must be fitted with circlips on each end of the axel.

Brakes

- d. Mechanical or hydraulic, solid disc, operating on the rear disc only.
- e. Drilled hole or slots are permitted only on homologated systems only.
- f. Radially vented disc is not permitted
- g. The brake linkage must be duplicated
 - i. Must be fitted with R-clips to brake pins or secured mechanically

Wheels

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

Tyres

- 1 3 sets maximum of Dry Tyres – Vega Cadetti Slick
- 2 Unlimited number of Wet tyre – Vega Cadet Wet WM1
- 3 Tyres must NOT be cut/scored/grated
- 4 Tyres must NOT be altered in any way
- 5 Tyres must NOT have any chemical/s applied to soften or modify the tyre in any way.
 - a. Including household cleaners
 - b. No Plastic wrapping that is not the original packaging supplied by the manufacturer should be wrapped around the tyres
- 6 Tyre warmers or any device or equipment that delivers heat into the tyres may NOT be used. set of pool tyres will be available at the discretion of the officials if wrongdoing or tampering is thought to have occurred.

Number Plates

Front and rear numbers should be run

1. Numbers should be clearly defined and not form a part of a design
2. Numbers should be in accordance with national regulations for cadet numbers

Weight

- i. The minimum driver weight is 27kg
 1. Ballast must be secured to the kart or seat in a way that means it cannot work loose. We recommend mechanical fixings.
 2. Weight post will only be allowed to carry a maximum of 7.5kg of lead ballast.
 3. Individual pieces or blocks of ballast should weigh no more than 5kg.

R200 – Honda Intermediate

Championship Regulations

See General Sprint Regulations

Race Day Regulations

Race Format

Summer Championship

5-minute qualifying

3 laps warm up

3 × 8 minutes + 1 lap heats

10 minutes + 1 lap final

Winter Series

3 laps transponder check

5-minute qualifying

2 × 8 minutes + 1 lap heats

10 minutes + 1 lap final

The Winter Series may operate to a different schedule depending on event requirements. The final format will be published in the event Supplementary Regulations where required.

Grid Formation

R200 will run in a mixed grid with Inter Max where required.

Starting gaps and grid order between classes will be determined by the Clerk of the Course based on entries and performance characteristics.

Race Start and Finish

All races will use a rolling start.

Inter Max and R200 grids will assemble separately and will be released onto the circuit with the appropriate spacing between groups.

Racing will begin on a dropped green flag.

All sessions and races will finish with the chequered flag.

Drivers must complete a cool-down lap before returning to the pits.

Competitor Eligibility

Age

From the year of the driver's 10th birthday until 31st December of the year they turn 13 years old.

Minimum Body Weight

Minimum 33kg body weight when wearing full race equipment including:

- Rib protector
- Neck brace

Kart Eligibility

General

Karts must be presented in a clean, safe and race-ready condition.

All components must comply with national regulations and relevant homologation fiches where not specifically detailed here.

The decision of the Scrutineer is final regarding compliance.

Bodywork

Full CIK-style bodywork must be fitted including:

- Front fairing
- Nassau panel
- Side pods
- Rear bumper

A drop-down front bumper is mandatory.

No modifications are permitted to bodywork.

Brakes

Hydraulic braking system acting on the rear axle only.

Steel brake disc permitted.

Disc may be vented or slotted if homologated.

A dual linkage braking system must be fitted

Steering

A circlip must be fitted to the base of the steering column.

Axle

Rear axle must be 30mm magnetic steel only.

Gearing

Rear gearing is open.

Front clutch sprocket must be 20 or 22 tooth only.

Dimensions

Maximum rear width 1125mm.

Chain and Sprocket Guard

A chain guard must be fitted at all times, covering the chain and transmission.

Wheels

Aluminium wheels only

Tyres

Dry Tyres

Mojo C2

Wet Tyres

Mojo CW

Tyres must be used as supplied by the manufacturer.

Tyre warming, chemical treatment or modification is not permitted.

Maximum five sets of slick tyres per season.

Wet tyres are unlimited.

Minimum Weight

Minimum weight 115kg including driver when weighed after racing.

Number Plates

Green background with white numbers

or

Yellow background with red numbers

Engine

Honda R200 four-stroke single-cylinder engine

Engines must comply with the national R200 technical fiche.

Engines must be sealed by an approved builder such as:

- RPM
- Venom
- Zip Tornado

No internal modifications are permitted outside the technical fiche.

Standard components must be retained including:

- Cylinder head
- Camshaft
- Crankshaft
- Piston
- Conrod
- Valves
- Flywheel

Carburettor

Nibbi PE22FL

Main jet 105

No modifications permitted.

Spark Plugs

NGK BP6ES with Honda resistor cap

or

NGK BPR6ES

Plug gap is free.

Exhaust System

Exhaust must comply with the R200 technical fiche.

Silencer must be fitted as specified.

Standard airbox only.

Approved air filter:

K&N RU-2690

No modifications or covers may be fitted to the filter.

No forced air induction or ducting is permitted.

Clutch

Centrifugal clutch only.

Approved clutch:

Noram Magnum clutch with white springs and heavy shoe

20 or 22 tooth clutch permitted.

Fuel

Standard unleaded pump fuel.

Recommended 97-99 RON.

Fuel additives are strictly prohibited.

For events at Teesside the designated fuel station is:

BP Filling Station
Cambridge Road
Middlesbrough
TS3 8AG

Receipts may be requested and must be dated within 7 days of the event.

Oil

Any commercially available 4-stroke engine oil may be used.

Cooling System

Standard fan-assisted air cooling only.

External cooling aids or modifications are not permitted.

Transmission

Drive must be via single chain using 219 pitch chain.

No additional gearing systems, slipper clutches or performance devices permitted.

Chain guard must be fitted at all times.

Data Logging

The following data may be recorded:

- RPM
- Engine temperature
- Lap time

Telemetry and live data transmission are not permitted.

Sensors must be securely mounted and declared to scrutineering.

JUNIOR PRO KART

Championship Regulations

See General Sprint Regulations

Entry fees are subject to change please see website for details

Registration via <https://teessideautodrome.alpahtiming.co.uk/register/series>

Race Day Regulations

Random grid starts only

3 laps warm up [race day]

10- minutes + 1 lap x 3 heats

12-minute + 1 lap final

Championship Regulations

Competitor Eligibility

- a. 13- 16 years old
 - i. competitors should be considered eligible in the year of their 12th birthday
 - ii. or if they are currently 40kg or above in weight excluding ballast or helmet and over 149cm in height
- b. drivers who wish to enter the Junior Pro Kart class based on height and weight rather than age
 - i. should be able to demonstrate driving skills and minimum lap times to prove they are competent A senior official should assess competency at a practice session.

Drivers will cease to be eligible for Junior Pro Karts at the end of the season in the year they turn 16 years old

Competitors must be accompanied by and signed on by a parent or guardian that is over 18 years old at each practice and race meeting

Pay any joining or registration fee at each IKR circuit

Driver Weight

Driver and kart, when weighed together [including kit], should always weigh a minimum of 165kg.

Kart Eligibility

Chassis Twin Pro Kart minimum 1040 to maximum 1080mm length chassis

Chassis must be from a recognised kart manufacturer

The chassis should be in good condition with no cracks etc.

The chassis must be of a one-piece construction

Only one chassis is permitted per round unless agreed by the officials that a chassis is too damaged to continue to be safe.

Adjustments

Must only be carried out using manufactured parts that are made to fit the specific kart and be manufactured by a kart spares/manufacturing company

This includes all adjustments to the kart to make the kart smaller to bring the peddles closer to the seat or higher

To move the seat stays in to fit a narrower seat

To bring the steering wheel closer or higher

Engines-

2 x RPM Pro Extreme 200 sealed engines with a complete and untampered seal around the engine as supplied and fitted by RPM

- From 01.02.2023 engines must have a logbook supplied by RPM these are available online for the scrutineer
- From 2026 due to changes to the Honda 200 engine regulations, only Junior Engines with RED seals fitted by RPM will be eligible for this championship.
- DEP exhaust fitted 15mm restrictor plate in the carburettor
- All engine numbers should be registered with the race organisers
- Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.
- In the event of the competitor's engines being sent for scrutineering at the end of the meeting, the original engine and the two engines on the kart will be sent away as well.

Rear-axle- 30mm hollow or solid metal

- Circlip must be in place at both end of axle to prevent hub loss
- 219 drive chain only
- Chainguard should always be in place either a plastic strip or the full cover

Gearing

- i. Gearing will be fixed 20 front 66 rear
- ii. Sprocket guards must be fitted and made from plastic only

Brake fitted to the rear axle only

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

Wheels

- mono aluminium or MAG wheels-25th November 2018 It was agreed that the following regulations would be adjusted
- Wheels mono aluminium or MAG wheels a. Rear wheel[rims] will be set as the following
- Rear wheels for slick tyres will be a minimum of 200mm and a maximum of 214mm
- Rear wheels for wet tyres will be a set width of 180mmTyres – All tyres must be NFA marked
 - Dunlop SL1 for dry conditions
 - Dunlop KT12/SLW2 for wet conditions
- Tyres must NOT be cut
- Tyres must NOT be altered in any way
- Tyres must NOT have any chemical/s applied to soften or modify the tyre in any way
- Including and not restricted to household cleaners
- Tyre warmers or any device or equipment that delivers heat into the tyres may NOT be used.

- A set of pool tyres will be available at the discretion of the officials if wrongdoing or tampering is thought to have occurred.
- Tyres must NOT be cut/scrubbed/abraded manually – other than in the normal running of the kart.

Steering column must have a collar fitted to secure it to the kart if the bottom bolt fails

Seat

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

Throttle return springs must be fitted to both the carburettor and pedal.

Bodywork

- Side pods must be fitted to the kart and should not exceed the width of the rear tyres
 - Should be securely attached to the chassis
 - Nassau panels only NO BIGFOOTS
 - Rear Bumper should be CIK Plastic or metal
 - The rear bumper must be secured to the kart at two points
 - The rear bumper must cover 50% of each of the back tyres as a minimum
 - All bodywork should be securely always attached to the kart, the use of r-clips and circlips where indicated is a must and a scrutineering failure if they are not in place.

Numbers

Front, rear and side pod number, with matching numbers all round must be always fitted to the kart.

Displayed in a panel clear of other graphics

No italic or fancy fonts are allowed

Numbers must be black on an orange background

The driver and kart together with any ballast required must weigh

- 165kg always
- A maximum of 30 kilograms of lead ballast may be added to the kart to achieve this weight.
- All ballast should be safely and securely fitted the body of the kart or the seat.
 - Drivers and teams will face harsh penalties if ballast comes lose from the kart during the race meeting.
 - Weight post will only be allowed to carry a maximum of 7.5kg of lead ballast.
 - Individual pieces or blocks of ballast should weigh no more than 5kg.
 - The use of lead seat inserts or loose lead that the driver sits on will NOT be permitted.

Pro Karts – Senior

- a. Honda 200 Extreme

- b. Random grids
- c. laps warm up
- d. 10 lap heat x 3 12 lap final
- e. Driver Eligibility
- a. Driver should be over 16 years old
 - h. No upper age limit applies
- b. Drivers, when weighed together with the kart [including kit]
 - i. Honda 200 Extremes 185kg
- f. Kart Eligibility
- a. Chassis Twin Pro Kart minimum 1040 to maximum 1080mm length chassis
 - i. Chassis must be from a recognised kart manufacturer
 - ii. The chassis should be in good condition with no cracks etc.
 - iii. The chassis must be of a one-piece construction iv. Only one chassis is permitted per round unless agreed by the officials that a chassis is too damaged to continue to be safe.
- b. Engine
 - i. RPM Honda 200 Extreme engine
 - g. x RPM Pro Extreme 200 sealed engines with 1 continuous engine seal as supplied by RPM that is complete and untampered with.
 - i. From 01.02.2023 engines must have a logbook supplied by RPM which is available online for the scrutineer to carry out further checks
 - ii. Engines must be supplied by RPM directly with RED tags.
 - 2. DEP exhaust – engines can be run with or without a DEP exhaust
 - 3. All engine numbers should be registered with the race organisers
 - 4. Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.
 - a. In the event of the competitor's engines being sent for scrutineering at the end of the meeting, the original engine and the two engines on the kart will be sent away as well.
 - h. In all cases, we will refer to RPM rules governing the 200 Extreme engines
 - i. RPM may choose to make changes to these ruled at any time which may affect the eligibility of the engines. We will aim to allow a maximum of one meeting for competitors to meet any changes.

Axel

- ii. 30mm hollow or solid magnetic metal only
 - 1. A circlip must be placed at each end of the axel to prevent hub loss d. Brakes
- iii. Fitted to the rear axle only
- iv. Metal brake disc only
 - 1. Drilled or vented disc allowed
- v. Brake safety wire must be fitted in case of failure iv. A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used e. Gearing
- vi. Gearing is open vii. Sprocket guards must be used viii. 219 chain only
- i. Wheels
 - b. Mono Aluminium or MAG wheels
 - c. Front wheels must have a maximum width [bead to bead] of 132mm
 - d. Rear slick rims must be a minimum of 180 mm [bead to bead], to a maximum of 214mm. g. Tyres
 - i. Dunlop SL1 only for all conditions

- e. NO WET TYRES WILL BE ALLOWED FOR PRO KARTS
- f. Tyres must not be CUT
- g. Tyres must not be altered in any way
- h. Tyres must not have any chemicals applied to soften or modify the tyres in any way
- i. Tyre warmers or any device designed to put heat in the tyres must not be used
- j. Pool tyres will be available to be used at the discretion of the officials if wrongdoing is suspected.
 - h. Steering column
 - i. i. Must have a collar fitted to secure it to the kart if the bottom bolt fails. i. Throttle
 - ii. i. Throttle return springs must be fitted to both the carburettor and pedal j. Bodywork
 - i. Side pods must be fitted and should not exceed the width of the rear tyres
 - j. Should be securely attached to the chassis
 - k. If you're running them 'lose' additional tie wraps should be in place to prevent loss.
 - ii. Nassau panels [and bigfoots are allowed by agreement only due to exceptional circumstances]

2 Rear bumper should be metal or plastic approved bumper

- a. The rear bumper must be secured at two points
- b. The rear bumper must cover 50% of each rear tyre as a minimum

3 All bodywork should be securely always attached to the kart with mechanical fixings, the use of r-clips and circlips where indicated is a must and a scrutineering failure if they are not in place. k.

Numbers

4 Numbers of a standard format should be displayed on the front, rear and side pods.

5 All numbers should match and be the number you have signed on with or been allocated.

6 Numbers should clearly be displayed on the Nassau panel, in a plain coloured panel in a contrasting colour and should not form part of a design.

7 Sub-class numbers

- a. Novices will run a black number board with white numbers and a yellow rear board with a black cross.
- b. Pro Class Yellow background with black numbers
- c. Club class red background with white numbers
- d. Elite drivers from BPEC can run the Elite numbers for this event.

ROTAX CLASSES

Micro Max, Inter Max, Junior Rotax, Senior Rotax 162 and Senior Rotax 177

This class is to conform with all the regulation as recognised for each class in the UK, engines should be used as standard as supplied by JAG and comply to the standard fiche laid out by JAG for UK use. The rules and regulations in this document are to use a guide for general points for this Championship. All 2026.

Rotax classes will run to the National Regulations set out for the current season and are subject to change by the National Governing body at their discretion. The regulations for Rotax classes laid out in this document were correct and matching the National regulations at the time of writing – it is the responsibility of the driver to make sure that they are aware of any changes made to National regulations after this document was published.

For detailed information and the exacting technical specifications, please contact our scrutineer. Age and weights for each class Micro Max

- 8 years old to the 31st December of the year they turn 11 years old
- Minimum body weight for driver is 28kg
- Total weight when weighed with the kart 105kg

- Inter Max
- Age 10 years old until the 31st December of the year they turn 13 years old
- Minimum body weight for the driver 33kg
- Total weight 115kg when weighed with the kart

Junior Rotax

- Year of the 12th birthday to the 31st December of the year they turn 16 years old
- Minimum body weight of driver 40kg
- Total minimum weight when weighed with the kart 145kg

Senior Rotax classes

- Year of 16th Birthday, drivers with significant experience may transfer into this class from turning 15 years old.
- Minimum body weight of driver [162] 52kg - 83kg [177]
- Total weight when weighed with the kart is 162kg or 177kg dependant on class

MICRO MAX

Regulations to follow the release of national regulations for the class, these will be running on Vega Cadetti Slicks and WM1 Vega Wets, with a maximum of 5 sets allowed over the season.

INTER MAX

The regulations for this class will be published as supplementary regulations when we are updated by JAG Rotax of the UK specific regulations.

Until that time, we will run to the following regulations.

1. As per national regulation with the Mojo C2 slick and CW wet as below
2. No silver crank cases allowed.
3. Tyres – Mojo C2 slick and Mojo CW wet.
4. All seals must be crimped with the official Rotax crimping tool part No.276 110. Each end of the sealing wire must only pass through the seal once
5. All engines and engine ancillaries must remain as supplied by JAG/ROTAX unless otherwise stated.
6. No non-CNC crank cases allowed iii) ONLY engine numbers FROM engine number 8626234 can be used, crankcase part number 295915.
7. Bearing and crankcase numbers:
8. (a) 6211893 – clutch side (b) 6211885 – ignition sensor side

- iv) May be used in these new classes with standard engine ancillaries.

Spark Plugs

The use of both NGK and Denso Spark plugs is allowed as per the 2024 regulations for all Rotax classes, this is different to the 2026 Rotax changes that require only the NGK Spark Plug.

JUNIOR ROTAX – All Junior Rotax will be required to run with the 2026 barrel in place – USE of the previous barrel is prohibited.

Please JAG Rotax for full engines regulations for the class

Teesside Karting reserve the right to supply any competitor racing on RPM 200 Extreme engines with a pooled engine supplied by RPM, at any time in the season as they see fit, the selection of competitors will be at the discretion of the officials on the day

Drivers will be accountable for the for the following behaviours of visitors that accompany them to the circuit when racing.

- Parents shouting at Officials
- Parents acting in an aggressive manner to each other, children and officials
- Visitors to the site, with drivers, acting in an aggressive manner
- Acting in a contentious and underhand manner by any parties involved with their racing or family.

The penalties are as follows and will be applied at the discretion of the Clerk of the Course on the day.

- £250 fine
- Loss of all championship points
- 30-day ban from entering events or practicing at Teesside Karting events
- 60-day ban from entering events or practicing at Teesside Karting events

Teesside karting has made every effort to cover all aspects of the Sprint Championship within this document.

From time to time, rules and regulations may need to be altered, removed or new regulations added, penalties for incidences that are not covered in these regulations may be included at our discretion. Any changes to regulations will be published on our Facebook group Teesside Owner Driver Sprint ONLY.

Above all else, we do this for fun and enjoyment for ourselves and our children. We run an open and friendly paddock, where children play together, food is eaten together and above all, we are a community. Please respect this; you can do this by leaving battles and grievances on the track.

Paul and I take a very dim view of any group or individual who means to disrupt our community.

Kathryn Franklin

Clerk of the Course

Teesside Karting LTD