



## 5 Technical Regulations

General rule of the Technical Regulations: Modification, addition, variation or tuning other than specifically permitted in these regulations is prohibited: **IF IN DOUBT.. IT'S NOT ALLOWED**

Anyone requiring clarification or definitions concerning the technical content of these regulations should apply in writing to the Championship Coordinator in the first instance.

The approval of a vehicle or component herein is an indication of 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.

### 5.1

Should any Competitor be found to be using fuel and/or additives, tyres or equipment not conforming to these regulations, For the specific class criteria, they will be solely responsible for any costs incurred by the Organisers, to carry out any tests or eligibility procedures.

### 5.2 Fuel

All systems of injection and/or spraying of products other than fuel is forbidden. The use of power boosting or octane boosting additives by competitors in any fuel is prohibited. Some power/octane boosters are carcinogenic. It is mandatory to place the fuel tank between the main tubes of the chassis frame, ahead of the seat and behind the rotation axis of the front steering. Side tanks are not permitted. Only unleaded fuel will be used. i.e maximum 102 octane.

All competitors are reminded of the law and Health & Safety Executive regulations relating to fuel storage and the transportation of petrol fuel, all appropriate precautions must be observed at circuits.

At least 1 litre of fuel must be left in the tank at the end of a race for fuel testing. Costs incurred for testing fuel as a result of a failed fuel sample will be payable by the driver concerned.

### 5.3 Petrol Tank

Venting: It is recommended that a non-return valve be fitted to the petrol tank breather pipe.

### 5.4 Fuel tank.

The total fuel tank capacity may be 19 litres maximum.



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## 5.5. FIRE EXTINGUISHERS

All drivers must have present at race meetings a fire extinguisher. Environmental scrutineers will carry out spot checks in the paddock. (Note: Type B means for use with flammable liquids, and the 55 refers to the capacity. The actual extinguisher is not specified, Fire extinguishers must be kept at the entrance to the competitors' pit space at all times.)

It is recommended that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than one private competitor is sharing the awning then a minimum of two 2kg extinguishers be available. Commercial enterprises should be aware of the health and safety at work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance of the awning.

## 5.6 BODYWORK & BUMPERS (U17.11 to U17.24.5 will apply)

All gearbox karts must be fitted with bumpers and/or bodywork providing front, rear and side protection unless specifically varied in class regulations. On long circuit all forms of bodywork styles are permitted unless stated otherwise in specific class or championship regulations. It should however be understood that the use of one or all of wing(s) (L/C style), front fairing and side pods that are above the horizontal plane passing through the top of the front and rear tyres (L/C style) will attract a higher minimum weight limit. (see class regulations for detail)

### 5.7.1 Bubble Shield

Should the bubble – shield be a separate structure, it's maximum width will be 500mm and the width of its fixing frame will be 250 – 300mm.

### 5.7.2 Complete bodywork

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.

The quick release clips must be removable without the use of tools. (U17.22.1)

### 5.7.3 Bodywork components

Carbon Fibre or Kevlar bodywork is specifically permitted in: - Superkart Div. 1, 250 Mono, 450 National.

### 5.7.4 Front, Rear and Side protection

All Front and Rear bumpers and side protection bars complying with CIK Regulations for Superkarts are also permitted.



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## 5.8 Dimensions

### 5.8.1

| Minimum          |       | Maximum          |       |
|------------------|-------|------------------|-------|
| 250 Mono         | 106cm | 250 Mono         | 127cm |
| 450 National     | 106cm | 450 National     | 127cm |
| Superkart Div. 1 | 106cm | Superkart Div. 1 | 127cm |

### 5.8.2 Maximum Overall length - 210cm

**5.8.3** No part of the kart can protrude outside the quadrilateral formed by the front fairing, rear bumper and outer face of the wheels and tyres, nor be higher than 65cm from the ground (except for a structure solely designed as a head rest).

**5.8.4** No part of the bodywork, including wings and end plates shall be higher than 60cm from the ground (except for structures solely designed as head rests with no possible aerodynamic effect)

## 5.9 Number Plates

### 5.9.1 The Number plate colours shall be: -

450 National - Red

Superkart Division 1 - Yellow

It is permitted to have a short circuit size number plate on the rear only. (220mm x 220mm)

**5.10.2** The numbers will be allocated by the Organiser at acceptance of registration which will be provided once the Organiser has validated the race number and will be the permanent race number for the duration of the event

## 5.11 Ballast

It is forbidden to attach ballast to the seat but only to the main tubes of the chassis frame or to the floor tray with at least two bolts of a minimum diameter of 6mm

## 5.14 Axles

### 5.15 Transmission (Axles)

**5.15.1** 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 250 Mono and 450 National classes with a diameter greater than 40mm must have a minimum wall thickness of 2.9mm.

In Superkart Division 1 the rear axle must have a maximum external diameter of 40mm and a minimum wall thickness at all points (except in keyway housings) of 2.5mm



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Please also refer to class regulations for any variations.

| Maximum<br>External<br>Dia. (mm) | Minimum<br>Thickness<br>(mm) | Maximum<br>External<br>Dia. (mm) | Minimum<br>Thickness<br>(mm) |
|----------------------------------|------------------------------|----------------------------------|------------------------------|
| 30                               | 4.9                          | 41                               | 2.8                          |
| 31                               | 4.7                          | 42                               | 2.6                          |
| 32                               | 4.4                          | 43                               | 2.5                          |
| 33                               | 4.2                          | 44                               | 2.4                          |
| 34                               | 4.0                          | 45                               | 2.3                          |
| 35                               | 3.8                          | 46                               | 2.2                          |
| 36                               | 3.6                          | 47                               | 2.1                          |
| 37                               | 3.4                          | 48                               | 2.0                          |
| 38                               | 3.2                          | 49                               | 2.0                          |
| 39                               | 3.1                          | 50                               | 1.9                          |
| 40                               | 2.9                          |                                  |                              |

## 5.16 Seat

**5.16.1** All seats must incorporate a head rest.

## 5.17 Wheels and Tyres

**5.17.1** It is recommended that the Nyloc nuts that retain the wheels to the hubs be changed ideally every time or certainly frequently. It is also RECOMMENDED not to use hammer guns for the tightening of wheel nuts. For long circuits 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.

For all gearbox karts both rear outer rims must, in all cases, incorporate additional bead retention consisting of three pegs at equidistant positions applicable to the outside rims on both 5" & 6" wheels. This is applicable on both wet and dry tyres.

**5.17.4** 250 Mono - 6" diameter wheels and tyres only must be used with a max. tyre width of 8".

**5.17.5** 450 National - 6" diameter wheels and tyres only must be used with a max. tyre width of 8".

**5.17.6** Superkart Division 1 - 6" diameter wheels and tyres only must be used with a max. tyre width of 8".

**5.17.7** For all gearbox karts, valve caps must be fitted to all valves at the start of each race or practice session. Metal caps are RECOMMENDED.

**5.17.8** The use of chemical treatment on tyres is expressly forbidden. Any competitor found using chemical treatment on tyres in contravention of KNAF Reglementenboek, will be banned from racing for a minimum of one year.

## **5.18 Rain Lights**

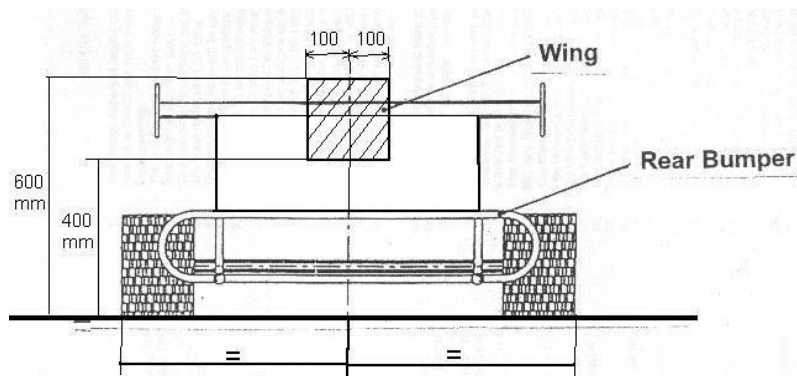
### **5.18.1 Applicable ALL classes (with wing or without)**

A rear facing high intensity light will be permanently illuminated when wet tyres are fitted to the kart and/or a race is designated as a wet race or instructed to do so by the Clerk of the Course. Only lamps having a high-intensity, polarised light source will be permitted.

Only the lights registered for use with the Motorsport UK/CIK will be eligible.

The lens shall have a minimum surface area of 28cm<sup>2</sup> and the illumination must be visible from a point 45 degrees either side of centre line. The lamp unit will be mounted securely, forward of the rear bumper. And the whole illuminated area of the light is to be positioned in the area shown in the diagram below, in wet and dry tyre configuration. The light must be able to be switched on by the driver when seated in the normal driving position, by means of a switch and not by wires joined together or terminals connected to a power source. 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.

### **5.18.2**





## 5.19 NOISE CONTROL AND NOISE TESTING

**5.19.1 Noise Testing** – In order to reduce the noise, efficient exhaust silencers are compulsory.

### 5.19.2 Noise Control

All gearbox karts must have a current or previously homologated CIK intake box correctly fitted or one that is approved for the class.

The box must not be modified except for drilling holes in the mounting flange and drilling a maximum of two holes in the box wall, for the sole purposes of mounting on Gearbox karts.

The carburettor adapter is free providing a petrol tight joint is made between the box and the carburettor.

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.

The following boxes have been approved for use on gearbox karts: -

Single Cylinder FIS/2RV Motivation Design and Development Filtered Induction System Assembly, side fitting for rotary valve gearbox class engines, fitted with Pipercross foam filter element.

Twin Cylinder FIS/2T Motivation Design and Development Filtered Induction System Assembly, side fitting for rotary valve twin cylinder gearbox class engines, fitted with Pipercross foam filter element. Single Cylinder FIS/2PR Motivation Design and Development Filtered Induction System Assembly, for 450ccc single cylinder four stroke engines and reed valve or piston port induction single cylinder two stroke gearbox class engines, fitted with Pipercross foam filter element. It must be fitted with the intake trumpets facing towards the ground.

Single Cylinder FIS System 4 Clark Filtered Induction System Assembly, for 450cc single cylinder four stroke engines on Long Circuit ONLY.

Single Cylinder Motiv A.F.I.S System 1 Filtered Induction System Assembly for 250 National engines on Long Circuit ONLY. The KGR 13768 intake box is approved for F450 National.

Unless specifically authorised, exhaust lengths may not be varied whilst the kart is in motion.

250 Mono

Karts shall be provided with an exhaust silencer lying approximately parallel to the rear



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axle of the kart and fed by a gas-tight tubular link pipe of a minimum 300mm length from the exit of the expansion chamber to the entrance of the silencer/muffler.

The link pipe must have a bend of approximately 180 degrees for the engines exhaust ported to the rear. For engines exhaust ported to the front, the bend must be between approximately 45 degrees and approximately 180 degrees.

The muffler must have an external minimum cross section of 100mm and a minimum canister length of 380mm. The canister must be used with muffling material and/or baffling plates to be an efficient silencer. The exhaust exit diameter of the canister must be no greater than 38mm.

#### 450 National

Karts shall be provided with an exhaust silencer lying across and over the rear axle of the kart in a downward facing direction and fed by a gas-tight header pipe from the exit of the engine to the entrance of the silencer/muffler.

The muffler must have an external minimum cross section of 100mm and a minimum canister length of 380mm. The canister must be used with muffling material and/or baffling plates to be an efficient silencer. The exhaust exit diameter of the canister must be no greater than 38mm.

#### Division 1 Superkart

Karts shall be provided with an exhaust silencer having a minimum diameter of 85 mm and be at least 380mm in length.

Attention must be given to silencing systems maintenance. With the published reductions to permitted levels it is important that flex connections and joints are checked regularly and made good. Exhaust silencers which are capable of being repacked can suffer from declining performance and it is essential that repacking is carried out in accordance with manufacturer's instructions.

**5.19.3** In all classes the exhaust system must discharge behind the driver and must not exceed a height of 45cm

## **6. Class Regulations**

### **SUPERKART**

#### **SK3.1 Class. Superkart 250 Mono**

**SK3.2. Introduction.** This class is restricted to Motorsport UK registered single-cylinder engines. Engines must be a maximum of 250cc. The engines must be designed to have no more than five gears or modified to have no more than five operational gears, and with piston and/or reed valve induction into the original induction tract.



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Provided they are registered with Motorsport UK in the appropriate time period "kit engines" are permitted, e.g., engines using donor parts from an existing engine or upgrade parts for an existing engine. Any alternative parts registered to fit an existing engine must be direct replacements without any requirement for machining of the original engine. Regulations as per Motorsport UK Yearbook 2024.

The Rotax 257 in five or six speed form is permitted.

The class is the only large capacity (over 125cc) mono cylinder class recognised for short and long circuit. A new registration period commenced on 01.01.2022.

So long as the silhouette of the crankcase, the sprocket output orientation position and bore and stroke of the engine remains unchanged, evolution model numbers are accepted if complying with 3.4. References to Section U refer to the Motorsport UK Yearbook.

**SK3.3. Chassis.** Any chassis complying with Motorsport UK Yearbook Regulations for gearbox karts. All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system. All other devices with the function of one-, two- or three-dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden. Minimum wheelbase is 106cm

**SK3.3.1. Bodywork and bumpers.** CIK-homologated bodywork is only permitted if fitted with bumpers (front & side) specified in U17.2 to U17.12.11 and U17.14 through to U 17.17.4 of the Motorsport UK Yearbook

**SK3.4.1** Tuning Regulations: Modifications to the engine are allowed, provided the following are not varied:

- a) Stroke
- b) Bore (outside maximum limits)
- c) Connecting rod centre (magnetic material only)
- d) Crankshaft must be on the manufacturers parts list
- e) External appearance on the engine other than carburettor, ignition system, carburettor rubber mounting, clutch cover, engine mounting points. It is permitted to remove any kick start mechanism bumps and bosses on the back of the crankcases and the addition of a fuel pulse pump adaptor.
- f) Number of carburettors (1 only). The material magnesium is not permitted.
- g) All systems of injection and/or spraying of product other than permitted fuel are forbidden.
- h) No form of electronic carburation system.



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Please Note - We have not included the tuning regulations for Engines up to 180cc because these engines do not form part of the Super Series by BSRC

**SK3.4.2. Ignition.** The ignition system type is open, but the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal. The advance and cartography may under no circumstances be modifiable whilst the kart is in motion.

**SK3.4.3. Noise control.** As per Motorsport UK Yearbook U16.16 and Karting Yearbook Appendix 3.

It is also shown in 5.19, 5.19.1, 5.19.2, 5.19.3 in these Super Series regulations.

**SK3.4.4. Cooling.** Only water (H2O) is authorised for use in the cooling system.

**SK3.5. Transmission.** Engines over 179 cc: Maximum of five gears except for the Rotax 257 which can be used in 5 or 6 speed form. Gear ratios can be varied.

**SK3.6. Wheels and tyres.** Only 6" diameter wheels and tyres can be used with a max. tyre width of 8".

They are:

F250 Mono - 6"

Dunlop            Hoosier

DGS    R60B SK

DES

Wets - KT14    Wets - W2 & W3

### **SK3.7. General.**

**SK3.7.1. Weight.** The minimum weight with driver on the completion of any part of the event will be 195kg with just bumpers and side bars. If a wing is fitted to the above the minimum weight will be 200kg. The minimum weight with any other form of bodywork will be 208kg.

**SK3.7.2. Number plates.** White background, with black numbers. U17.26-27 applies, unless varied in Championship Regulations.

**SK3.8.2. Age.** The class is open to any driver aged 17 or over.

**SK3.9 Rain Lights.** All karts on long circuit must be fitted with a rain light.

### **Applicable ALL classes (with wing or without)**

A rear facing high intensity light will be permanently illuminated when wet tyres are fitted to the kart and/or a race is designated as a wet race or instructed to do so by the Clerk of the Course. Only lamps having a high-intensity, polarised light source will be permitted.



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**Only the lights registered for use with the Motorsport UK/CIK will be eligible.**

The lens shall have a minimum surface area of **28cm<sup>2</sup>** and the illumination must be visible from a point 45 degrees either side of centre line. The lamp unit will be mounted securely, forward of the rear bumper and the whole illuminated area of the light is to be positioned in the area shown in the diagram below, in wet and dry tyre configuration.

The light must be able to be switched on by the driver when seated in the normal driving position, by means of a switch and not by wires joined together or terminals connected to a power source. 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.

### **Specific Cup Competition Regulations**

250 Mono Cup is open to all drivers who are competing with the following engines:

#### **Eligible Engines**

Honda CR250

Rotax 257 (either 5 or 6 speed)

Cagiva WMX 250/88 Cross+

KTM 544/545/546

Moto TM Cross 250

Suzuki RM250 Z to V (1982 -1997 inclusive).

Yamaha YZ250.

## **SUPERKART**

### **SK4.1. Class. 450 National**

**SK4.2. Introduction.** This class is a performance equivalent to the existing 250 National class and is limited to series production 4 stroke single cylinder engines of a maximum of 450cc designed to have no more than five gears or modified to have no more than five gears. Engines must be readily available production units.

Where engine manufacturers have different specifications of the same base engine, (e.g. Moto X, Super Moto etc) crossover of parts will be permitted between these engine model types but each variant must be registered. Regulations as per Motorsport UK Yearbook 2024

Engines may be registered on a three-yearly basis. The current period for inclusion of new engines commenced 01.01.2022.

**SK4.3. Chassis.** Any chassis complying with Motorsport UK Yearbook Regulations for gearbox karts. All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system . All other devices with the function of one-, two- or three-dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to



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be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden. Minimum wheelbase is 106cm.

**SK4.3.1. Bodywork and bumpers.** CIK-homologated bodywork is only permitted if fitted with bumpers (front & side) specified in U17.2 to U17.12.11 and U17.14 through to U 17.17.4 of the Motorsport UK Yearbook

**SK4.4. Engine.** 4-stroke series production single-cylinder engines up to a maximum of 450cc. All components except ignition, piston, connecting rod and cam clamping blocks must be OEM parts as at the time of manufacture. The connecting rod must be magnetic material. All OEM parts must be on the manufacturers parts list for the model type registered.

Apart from those listed in the tuning regulations below all other OEM parts cannot be modified.

**Eligible Engines are as follows: -**

- Honda CRF 450R (2004, 2005 & 2006)
- KTM SMR, EXC, SX & SX-F (2003-2007 - 2010-2012)
- KTM SXF (2013 - 2015)
- Yamaha YZ450F Z, A, B & D (2010 - 2013)
- Husqvarna FC (2016 - 2018)
- Rotax Can Am DS450 XXC XMC (2015)
- TM SMX (2015 - 2017)

**SK4.4.1. Tuning regulations.** Modifications to the engine are allowed according to the following list: (a) The OEM cylinder head may be gas flowed and polished.

- b) Slipper Clutches are permitted.
- (c) The addition of a fuel pulse pump adapter is permitted.
- (d) In the interests of reliability, the fitting of an alternative oil feed system to the engine is permitted.
- (e) In the interest of reliability, the fitting of an alternative oil feed system to the engine is permitted.
- (f) Carburettors and injection bodies must be from the OEM parts list for the engine, which can be modified The following must not be varied:
- g) Stroke
- h) Bore (outside maximum limits)
- i) Connecting rod centre line and connecting rod centres
- j) Crankshaft
- k) Camshafts



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- l) External appearance of the engine must be as original except for the ignition system and oil feed system
- m) Number of carburettors if fitted (1 only).
- n) All systems of injection and/or spraying of products other than permitted fuel are forbidden.
- o) Fuel injection is permitted only if Original Equipment Manufacture on the model being registered.
- p) It is not permitted to have an electronic connection to a carburettor unless this was standard OEM at manufacture. Because it is common practice for engine manufacturers not to put unique numbers on replacement crankcases should a competitor need to change crankcases it is required that the crankcases being replaced be presented to the relevant Championship Eligibility scrutineer who will transfer over the number from the engine crankcases being replaced onto the new crankcases.

**SK4.4.2. Ignition.** The ignition system type is open, but the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal. The advance and cartography may under no circumstances be modifiable whilst the kart is in motion.

**SK4.4.3. Noise control:** Motorsport UK Yearbook U.16.16 and Karting Yearbook Appendix 3.  
See 5.19, 5.19.1, 5.19.2, 5.19.3 in these Super Series regulations.

**SK4.4.4. Cooling.** Only water (H<sub>2</sub>O) is authorised for use in the cooling system.

**SK4.5. Transmission.** Maximum of five gears. The engine manufacturer's ratios within the registration must be maintained.

**SK4.6. Brakes.** As specified in The Motorsport UK Yearbook section U16.10.1 to U16.10.10

**SK4.7. Wheels and tyres.** 6" diameter wheels and tyres only must be used with a max. tyre width of 8". Only CIK- homologated tyres are permitted from the periods 2014 to 2022, unless stated otherwise in the Championship Regulations

F450 National - 6"  
Dunlop DGS DES  
Wets - KT14  
Hoosier R60B SK  
Wets – W2 & W3

**SK4.8. General.**



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**SK4.8.1. Weight.** The minimum weight with driver on the completion of any part of the event will be 199kg with just bumpers and side bars. If a wing is fitted to the above the weight will be 204kg. The weight with any other form of bodywork will be 218kg.

**SK4.8.2. Number plates.** Red background, with white numbers. U17.26-27 applies, unless varied in Championship Regulations.

**SK4.8.3. Age.** The class is open to any driver aged 17 years or above.

**SK4.9 Rain Lights** All karts on long circuit must be fitted with a rain light.

#### **Applicable ALL classes (with wing or without)**

A rear facing high intensity light will be permanently illuminated when wet tyres are fitted to the kart and/or a race is designated as a wet race or instructed to do so by the Clerk of the Course. Only lamps having a high-intensity, polarised light source will be permitted.

Only the lights registered for use with the Motorsport UK/CIK will be eligible.

The lens shall have a minimum surface area of 28cm<sup>2</sup> and the illumination must be visible from a point 45 degrees either side of centre line. The lamp unit will be mounted securely, forward of the rear bumper and the whole illuminated area of the light is to be positioned in the area shown in the diagram below, in wet and dry tyre configuration.

The light must be able to be switched on by the driver when seated in the normal driving position, by means of a switch and not by wires joined together or terminals connected to a power source. 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.

### **Superkart**

#### **SK5.1. Class. Superkart Division 1**

**SK5.2. Introduction.** CIK-FIA regulations for Superkart Division 1 apply unless otherwise stated below. Regulations as per Motorsport UK Yearbook & Karting Yearbook where applicable.

There will be a Division 1 Cup competition incorporated into this class provided the minimum number is satisfied

#### **SK5.3. Chassis.**

Wheelbase: Minimum: 106cm -- Maximum: 127cm

Track: at least 2/3 of the wheelbase used

Overall length: 210 cm maximum

Overall Width: 140cm maximum

Height: 65cm maximum from the ground, seat excluded.



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**SK5.4. Engine.** All engines currently or previously homologated by the CIK for Division 1 Superkarts.

Maximum cylinder cubic capacity 250cc, obtained either by one engine (maximum 2 cylinders) cooled by natural air flow or water-cooled, or by 2 single-cylinder engines homologated in KZ.

**SK5.4.1. Eligible engines.** Any currently or previously CIK-homologated engines or alternative parts for Division 1 types of engines allowed:

1) Engines from 250cc motorbike Grand Prix competitions designed prior to 2001, approved by the CIK and complying with the basic model sold by the manufacturers, including carburettors, power valves and ignition (according to manufacturer's official catalogue).

The advance and cartography may under no circumstances be modifiable from the driving seat under normal racing conditions.

2) Specific engines approved by the CIK for Superkart Division 1. Mechanical carburettors and power valves, both without electronics.

Ignition: the electronic unit box and the coil must receive only: one feeding (energy source of the rotor/stator or of a battery) and one crankshaft pickup signal in order to set the ignition signal. For engines with two de-phased cylinders, it is allowed to mount two independent ignitions with two sensors.

The advance and cartography may under no circumstances be modifiable from the driving seat under normal racing conditions.

3) In addition to the above prescriptions, the following criteria must be respected for the single cylinder engine:

- Piston or reed valve induction
- Connecting rod must be magnetic material only
- Crankshaft must be on the manufacturer's parts list
- The number of carburettors is 1 only
- The material magnesium is not permitted
- The gearbox has a maximum of five gears.

Modifications to the approved engine are allowed providing the following are not changed:

- a) stroke
- b) bore (outside maximum limits)
- c) connecting rod centre line
- d) crankshaft
- e) external appearance of the engine other than the carburettor, ignition system, reed block carburettor rubber mounting, clutch cover, engine mounting points.



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- 4) Two single cylinder engines of the same make homologated in KZ1 & KZ2.

Homologated gearbox (check of the ratios using a graduated disc, according to the method described under

Article 12 of the Technical Regulations).

Ignition: the electronic unit box and the coil must receive only: one feeding (energy source of the rotor/stator or of a battery) and one crankshaft pick-up signal in order to set the ignition signal.

The advance and cartography may under no circumstances be modifiable from the driving seat under normal racing conditions.

Combustion chamber volume: free.

Carburettor free but mechanical without electronics. Exhaust and make of exhaust free.

Total exhaust opening angle - free.

- 5) Any Division 2 engine, according to the Specific Regulations of Division 2.

**SK5.4.2. Ignition.** The advance and cartography may under no circumstances be modifiable whilst the kart is in motion

**SK5.4.3. Cooling.** Only water (H<sub>2</sub>O) is authorised for use in the cooling system.

**SK5.4.4. Transmission.** Gear ratios are open.

**SK5.6. Brakes.** As specified in CIK regulations

**SK5.7. Wheels and tyres.**

Division. 1 - 6" Dunlop

Hoosier

DGS R60B SK

DES

Wets - KT14 Wets - W2 & W3

**SK5.8. General.**

**SK5.8.1. Weight.**

Minimum Weights:



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One single cylinder engine: 208kg including the bodywork; minimum weight of the kart alone - 98kg without the bodywork and without fuel. Other engines: 218kg including the bodywork; minimum weight of the kart alone - 113kg without the bodywork and without fuel.

**SK5.8.2. Number plates.** Yellow background, with black numbers. U17.26-27 applies, unless varied in Championship Regulations.

**SK5.8.3. Age.** The class is open to any driver aged 17 or over.

**SK4.9 Rain Lights.** All karts on long circuit must be fitted with a rain light.

#### **Applicable ALL classes (with wing or without)**

A rear facing high intensity light will be permanently illuminated when wet tyres are fitted to the kart and/or a race is designated as a wet race or instructed to do so by the Clerk of the Course. Only lamps having a high-intensity, polarised light source will be permitted.

Only the lights registered for use with the Motorsport UK/CIK will be eligible.

The lens shall have a minimum surface area of 28cm<sup>2</sup> and the illumination must be visible from a point 45 degrees either side of centre line. The lamp unit will be mounted securely, forward of the rear bumper and the whole illuminated area of the light is to be positioned in the area shown in the diagram below, in wet and dry tyre configuration. The light must be able to be switched on by the driver when seated in the normal driving position, by means of a switch and not by wires joined together or terminals connected to a power source. 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.

#### **Specific Cup Competition Regulations|**

The Div. 1 Cup is open to all drivers competing using the following engines:-

#### **Eligible Engines**

FPE

PVP 251



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