

Amended 4-8-26

1. Forest Edge Kart Club Ltd, known throughout as FEKC, will organise nine (9) Interclub Kart Race meetings during 2026 on the following dates, 1st March, 5th April, 3rd May, 7th June, 5th July, 2nd August, 6th September, 4th October and 1st November, at the Forest Edge Circuit, Barton Stacey, Hampshire SO21 3BF. Entry is restricted to core MSUK classes (ALL DATES ARE SUBJECT TO CHANGE).

2. The events will be held under the general regulations of The Royal Automobile Club Motor Sports Association Limited (Company number: 01344829), referred to as Motorsport UK throughout these regulations, incorporating provisions of the international sporting code of the FIA, the Forest Edge Kart Club Limited Championship regulations, the FEKC Supplementary Regulations and the NKRA Kart Racing Regulations 2026. This is for the 2026 Forest Edge Kart Club Championship.

2.1. Events will be open to all drivers with a valid MSUK license of interclub grade or above. Participants must however be members of Forest Edge Kart Club in order to be eligible for scoring Championship points.

2.2. By registering for the Championship all competitors, and their associates, commit to the Motorsport UK Race 'n' Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations. Forest Edge Kart Club reserves the right to refuse entry to competitors who do not comply with this.

3. The MSUK permit number and grade will be available in the Signing On office.

4. Drivers must hold a valid and current 2026 Motorsport UK competition licence and parents or Guardians of drivers under 18 must have a valid PG licence, which must be produced at signing on. Entrants must also be a full member of the Forest Edge Kart Club or invited club to take part in the 2026 Championship, evidence of which must be produced at signing on if requested.

4.1. All Non-UK licence holders who wish to take part in an FEKC event must notify the club 7 working days prior to the event.

5. The programme of the meeting will be published prior to race day : -

5.1. Attendance at Drivers Briefing is mandatory for all competitors; a parent/guardian MUST also attend if the driver is under 18. Drivers failing to attend drivers briefing will pay a fine of £65.00, this also applies to a PG license holder who fails to attend.

5.2. Scrutineering and/or signing on for the Sunday race may be actioned after practice finishes on the Saturday preceding Sunday's race. The scrutineering card must be fully completed by driver or PG license holder (MSUK NCR) and signed accordingly, prior to a driver entering the circuit.

Safety Scrutineering will be All karts, equipment, driver PPE for all classes each event as per MUK instructions.

All classes will have 3 laps of compulsory practice prior to racing.

5.3. For 2026 FEKC will hold 3 heats and a final for each class. However, FEKC reserves the right to amend this if deemed necessary. As follows: -

All Classes Heats 7 minutes + 1 lap B Finals 6 minutes + 1 lap Final 11

minutes + 1 lap

There will be 3 heats and one final race as follows: -

Superkarts and visiting classes Heat 5 minutes + 1 lap Finals 7 Minutes +1 Lap

(*All at the Clerk of the Course's discretion and weather permitting, the club reserves the right to change heats and finals times or format).

5.4. All visiting classes' race format to be decided in conjunction with the club prior to the race weekend.

5.5 In respect of 3 heats formats, grid positions in the heats will be predetermined in such a way that each competitor will get a fair share of front, middle, and back positions as much as practicable. The starting order for a driver's first heat will be determined by computer timing software. Novice drivers will occupy the rearmost grid positions for the heats.

5.6. All grids will close once the time left on the previous race reaches 1.00 (1min) remaining.

5.6.1. Any kart failing to make the grid before closing must wait until all karts have exited the grid and then proceed on under grid marshals orders.

5.6.2. They must start at the back of the pack making up no positions before the race start.

5.6.3. If they fail to get onto the track by the time the front row reach the cut through on their final warm up lap then they will not be permitted to enter the track or start the race.

6 SCORING

6.1 3 heats and final(s). Results from the heats will determine the start position for the finals. In the result of a tie, drivers with identical points, the driver who received higher points in their first heat will take the higher grid position.. Points scored in all heats will determine grid positions for the final(s), with the lowest score on pole.

6.2 The heat points for calculating Final grid positions are as follows: 1st = 0 pts 2nd = 2 pts 3rd = 3 pts 4th =4 pts etc increasing by 1 point per place.

6.3 A driver who fails to start a heat will receive 0 points.

6.4 A driver who fails to finish a heat will receive grid points according to the number of competitors racing at the time of the last completed lap.

6.5 A driver who is disqualified from a heat will receive 0 points.

6.6 If there is more than a full grid of 34 or number specified to that class, for an A final, then automatic qualification for the A Final will be reduced to make a B final with a minimum of 5 drivers. The same principal will apply to a C final.

6.7 The first 4 finishers in the C Final will go through to the B Final, the first 4 finishers in the B Final will go through to the A Final. To resolve a tie in heat points, the following will apply:

6.7.1 For information about Championship Points, please refer to the Championship Regulations but any driver who is excluded from a final will receive 0 Championship points. An exclusion from a final cannot be counted as a nominated drop round in the Championship.

7 RESULTS

7. Provisional results will be published as soon as possible after each race.

8. All Classes will be on a rolling start using the bus stop (cut through) whenever possible. Gearbox classes will use standing starts. The club reserves the right to change starts to a “standing start” from the rolling format for all classes.

8.1. Any driver UNABLE TO START the rolling lap are required to indicate their situation to the grid starter.

9. Trophies will be awarded as follows: 1 per 5 entries. Cadets will be a minimum of 3 per class.

10. The track measures approx. 1000 metres, has 10 corners and is 7 metres wide. The Clerk of Course, may at his discretion, direct that rolling laps prior to the start may be over a shortened lap, whereby competitors will be directed to turn right at the bus stop proceeding directly on to the start/ finish straight (known as the cut through).

10.1. There will be a minimum of two shortened rolling laps for direct drive classes unless directed by the Clerk of the Course, with the exception of Gearbox classes who will run full circuit for their warmup laps.

10.2. Upon commencement of the race, the cut through access will be blocked and must not be used during the race under any circumstances.

10.3. At the start of a race when the starter is satisfied that the karts are approaching the start line are in the correct position(s) at an acceptable speed, the starting signal will be given by extinguishing the red light, changing the light to green, or by raising the national flag. If a further lap is required, the red light will remain on or the flag will not be raised. (Chapter 18, Appendix 5, 1.26)

11 Entries

11.1. Entries will no longer be accepted after 1pm on the Saturday before race day.

11.1.2 Entries will ONLY be removed if the Competition Secretary is informed via email prior to entry Close at 1pm on the Saturday before the meeting.

11.1.3. Any withdrawal made between 1pm Saturday and 9am Sunday will be refunded 50% of their entry fee only on to their Alpha account.

11.1.4. Any withdrawal from the race after 9am on the Sunday will be given No Refund of any type.

11.2. The entry fee will be: -

NON-MEMBERS £75.00

MEMBERS £65.00

11.3. Entries may be refused if they are incomplete, unpaid or otherwise not in accordance with the MSUK NCR 2026.

11.4. Driver/kart changes made after acceptance of any entry must be notified to the Competition Secretary of the meeting by email. If driver/vehicle changes are made after publishing entry lists the competitor concerned must apply for approval of acceptance by the Stewards of the meeting BEFORE signing on.

11.5. POSTPONEMENT - in the event of postponement the entry fees will be carried forward to the next rescheduled meeting.

CANCELLATION - in the event of cancellation ALL entries will be returned.

11.6. ABANDONMENT - in the event of abandonment, if the meeting is abandoned PRIOR to the first race, 50% of the entry fee will be returned or entries will be carried over to the next meeting. Abandonment at any later stage during the meeting and there will be NO return of entry fee.

11.7. Refunds – All refunds will be made to your alpha account unless otherwise asked, these will incur a processing fee to cover any charges incurred.

11.8. Online entries will receive an automatic response and confirmation, a competitor entering online accepts the club's Championship and Supplementary Regulations in their entirety.

11.9. The maximum entry for a meeting is 300 drivers, the minimum is 50. The maximum number of drivers for each race is 50 (30 for gearbox classes). If an entry of less than 10 is obtained the organisers reserve the right to amalgamate or cancel classes as appropriate.

12. Other officials of the meeting will be made known by an official bulletin posted in race control on the day of the event.

13. Each competitor must take part in a least one-practice session of 3 laps. At the discretion of the Clerk of the Course this may be waived if a competitor has technical problems.

14. ALL people entering the 'Live' track must be signed on and need to be wearing a high-visibility vest at all times. There are no exceptions to this.

15. Incident Marshalls are only allowed for Cadets and Inter Max with a maximum of 5 per class and MUST be signed on as such and stand where directed by Club or MSUK officials. Other classes may be allowed Incident Marshals if approved by the Chief Clerk.

16. Classes will be recognised Motorsport UK NCR 2026, Association of British Kart Clubs (ABKC) & National Kart Racing Association (NKRA) short circuit classes, including, 125 Max and 177 Max. 177 Max Rules as per 125 Max except minimum weight of 177kg's with driver minimum weight of 83kg in full race PPE on completion of any part of the event. 177 Rotax Masters will be aged 32 or over with a combined weight of kart and driver a minimum of 177kg, number plates as per Motorsport UK Gold Book. Drivers to be weighed with normal PPE as stated (MSUK NCR Chapter 18, Appendix 10)

16.1. All ballast weight to be mounted with nuts, bolts and washers to the maximum of 5kg in one mounting.

17. Tyres to be as per Motorsport UK NCR. Only one set of tyres will be permitted for the meeting and may be checked at any time by Officials. Competitors are responsible for stating tyre barcodes on the

FEKC Scrutineer card; failure to complete this section prior to practice sessions commencing can lead to expulsion from the meeting.

17.1. Wet tyres are exempt from scrutineering card and may be checked before and after all heats and finals. A change of tyre is permitted if the Clerk of the Course declares an open/wet meeting, This must be carried out off the dummy grid.

17.2. Wet tyres must be used if the meeting is declared wet prior to the start of the race. Any class using non-barcoded tyres will be stamped by the scrutineers or a FEKC designated official.

17.3. A damaged tyre must be presented to the Chief Scrutineer, for authorisation for a replacement tyre to be marked (maximum of one front or one rear tyre) and used by the competitor. The tyre must be one of similar wear.

17.4. A competitor's tyres may be examined in scrutineering or on the dummy grid for nonconformity. MSUK NCR 2026. If the scrutineers shown by Shore hardness testing or by any other type of analysis approved by the club – there is a significant difference in appearance, condition or performance of the tyres compared to the others competitors, then that competitor may be requested to change his tyre for a set that is in conformity with his fellow competitors, and that set being provided by himself at his or her own expense.

18. HONDA & ROTAX CADET:

For the nine rounds Vega slicks and wet tyres are to be used.

18.1. Four sets of tyres are permitted for the nine rounds of the 2026 season. This tyre allocation will not include the Southern Championship. Competitors competing in the Southern Championship will be able to use a set out of allocation for the Saturday. All Tyres will be recorded using a barcode system; these can be registered throughout the season but must be registered prior to using them.

18.2. Should a tyre be damaged beyond use then a request can be made to the Chief Scrutineer for an exchange. A damaged tyre must be presented to the Scrutineer, for authorisation for a replacement tyre to be marked (maximum of one front or one rear tyre) and used by the competitor. The tyre must be one of similar wear . Unless otherwise stated the barcodes of the tyres being used must be entered on the scrutineering card. Should any tyre be used on race day that has not been registered or are above the allocation then no championship points will be awarded and the driver will be treated as a guest driver for that round. The request must be made in writing prior to practice and the round cannot not then be used as a drop round in the championship.

19. The following officials will be designated 'Judges of Fact';

(1) Chief Timing/Lap Scorer (2) Environmental Officer, (3) Chief Scrutineer(4) Starter

(5) Eligibility Scrutineer(6) Camera Clerk/Observer (7) Nose Cone Scrutineer.

19.2. The club reserves the right to add/remove a Judge of Fact where the Clerk of the Course sees fit and to manage 2026 nosecone regulations for relevant classes.

20. 2026 CIK push back Nosecones. Every kart will be required to come to the dummy grid with nosecones not attached unless otherwise stated, they may be inspected for compliance and if they are

compliant they may be attached to the kart on the dummy grid by hand , without the use of tools prior to putting kart into grid position. Any kart presented to the grid with nosecone in situ will be required to detach said nosecone and reattach in view of a designated official. Refusal to remove and refit may lead to penalty being imposed.

20.1. Rounds & Championships penalties: - In accordance with Chapter 18, Appendix 6 of MSUK NCR 2025. Clerk Judicial procedures (subject to the clubs discretion) and these regulations and the current Karting penalty table of mandatory penalties as appended to these regulations.

20.2. Where any reports of disrespectful conduct are judged to be well founded, the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the MOTORSPORT UK.

21. Drivers who fail to take their correct positions on the dummy grid when instructed must start at the rear of the last row of the grid. The grid will be designated as closed once the time remaining on the previous race reaches 1.00 (1min), Or at designation of grid Marshall.

21.1. Drivers that have failed to make the grid before closure will be permitted to rejoin the grid, once called upon, in order of their original grid position.

21.2. Under the classification of an open or wet meeting, all work on karts must be carried out off the dummy grid with the exception of tyre pressures and spark plugs changes. Karts and competitors must take their grid allocation when instructed by the grid official. Failure to do so will result in the competitor starting the race at the back at the grid and unable to resume their start position.

22. All karts that come under starter's orders and take the start will be classified as a finisher on a roll back of lap's basis.

23. Failure to comply with the Forest Edge Kart Club & Motorsport UK regulations may lead to exclusion from the race meeting & future race meetings at Forest Edge Kart Club.

24. An Entrant/Competitor is responsible for his/her team members and associated guests/visitors. Misconduct by any of the 'Team' may lead to exclusion from the meeting and Licence Endorsements. All entrants, mechanics and pushers must sign on before going on the track and wear a FEKC tabard. Holders of wristbands and or passes will be deemed to have read and agreed to Forest Edge Kart Club terms and conditions for entering a live circuit.

25. Parent License Guardian (PLG) will follow as per Motorsport UK NCR 2026 Guidelines Any PG licence holder who is unable to attend must complete the MSUK Parental Consent Authorisation form authorising another responsible adult to act as their child's representative for the duration of the meeting. This form must be received prior to racing and confirmed with the MSUK Steward.

26. Fire extinguishers are to be carried by each competitor and are to have competitors name and Number printed.

26.1. Extinguishers may be requested to be presented at scrutineering as part of safety equipment check.

26.2. On the Extinguisher in permanent marking and must be of the correct type and size. (Kite Marked BSEN3, Type B, Size 55 or greater) – Greater preferred.

26.3. Awning fire extinguishers should be marked by each team

27. In the event of a red flag all drivers are to make their way slowly to the PITS unless instructed otherwise by an official of the meeting. In the event of a red flag the following race will go out and the flagged race will go out at the end of that race. At the Clerks of Course decision From completion of the preceding race indicted by the Chequered flag, Karts racing in the next race, must be able to be placed in their allocated grid position with their driver. Failure to do so will result in repositioning to the back of the grid or expulsion from the grid.

28. Driver(s) leaving the track. - If a driver leaves the confines of the designated track instead of taking the correct line more than 2 wheels off, they MUST re-join the circuit having gained no advantage in position or time. If the 5 place deduction and maximum one lap deduction, to be decided by Clerk of Course.

29. If a driver is issued with a Mechanics pass, only the wearers of these passes are permitted access to the dummy grid area.

30. Parc Ferme – ONLY the driver and their allocated mechanic/parent are allowed in Parc Ferme. Unauthorised persons in Parc Ferme may result in the Driver associated with them being excluded from the race.

30.1. Drivers must remain in Parc Ferme until instructed to leave by the Scrutineers or designated official.

31. Subject to the number of entrants Forest Edge Kart Club reserve the right to run combined grids for the following classes; Cadet classes and 177 Max/Masters. Otherwise, they will be run as grids of; Honda's and 177 Max/Masters. All classes will compete for their own championship and trophies.

39. All persons who attend the site agree to abide by the MSUK and FEKC Child Protection policy and Guidelines.

39.1. Parents/Guardians who do not desire the designated club photographer to photograph their child/children should make their wishes known to the designated photographer before the start of the meeting.

Superkart Championship

40. The Superkart 250 club championship will only be open to carburettor induced registered 250cc engines that are permissible under the NCR and Motorsport UK Karting Yearbook. The class minimum weight limit will be 200kg. Slick tyres will be either, Vega XH4 or LeCont LMP. Wet tyres will be either Vega W6 used for the 2026 season. The club championship will be over 9 rounds.

40.1. Race lengths will be 5 min heats and 7 min finals except for the major events, Gold Cup (April), Southern Championships (September), Vega Cup (September) and Winter Cup (November). The race lengths for these will be 6 min heats and 8 min finals. These are subject to change by the organiser.

40.2. Any MSUK Championship awarded will be outside these tyre limitations.

41. Cameras; the use of cameras ARE permitted and must be secured by a suitable lanyard in a safe manner affixed to either the Nassau panel, radiator; no other fixings or locations will be allowed in the absence national guidance. The suitability of the lanyard and mount is at the discretion of the chief scrutineer.

41.1. Cameras are governed by NCR section 36 which includes no deletion of footage until 30mins after the event and no larger than 100GB

41.1.1 Cameras must be weighed by Chief scrutineer and noted, if a camera is found in use and has not been checked by scrutineers the club reserve the right to cease the camera until the end of the race meeting.

NO HELMET CAMS ALLOWED.

42.2. Any film footage from on-board cameras may be viewed at the discretion of the Chief Clerk.

42.3. Also, competitors accept that no footage that is considered bullying toward others is to be posted online; if the Committee deem the footage to be in such a manner, the club reserves the right to expel the individual from the club.

42.4. Cameras should be switched off on entering parce ferme. If a child is unable to do so the mechanic/parent must do so on immediately entering parc ferme.

43. All Karts must only be equipped with plastic sprocket protectors. All metal protectors are prohibited.

44. The designated area for controlled engine running is confined to an area designated by the Chief Scrutineering line with Motorsport UK regulations.

45. Forest Edge Kart Club reserves the right to refuse any entry to any participant without cause.

46. All children are to be kept under strict supervision at all times and are not permitted to ride or pedal cycles of any description in or around the pit area. Electric bikes and scooters are prohibited during racing.

47. Spectators must stay on the areas designated and not stray onto the surrounding areas of heath land.

48. NO fixing of awnings etc to tarmac. ONLY weights to be used. If caught a fine of £50 per stake will be issued. Failure to pay this fine will result of a ban from all FEKC events until settled.

49. Entrants must ensure that the Motorsport UK, circuit management and organising club safety regulations are complied with at all times.

50. PIT SPACES

50.1. Members who have paid pit space fees for the year are entitled to have the use of their reserved pit space, therefore, any other competitor parked or using this pit space on official race days and practice days will be asked to vacate this space forthwith. Failure to do so may result in the offender being asked to withdraw from the days racing until they have moved from the reserved pit area.

50.2. If you are NOT racing on a given weekend the pit space reverts back to FEKC to be reallocated, you CANNOT 'sub-let' your space under any circumstances without written approval of the club.

50.3. Pit spaces can only be reserved by current fully paid up 2026 members of Forest Edge Kart Club; if a competitor has completed less than 1/3rd of the previous season's races at FEKC they will NOT be eligible for reserved pit spaces for the following season.

51. NO GENERATORS WILL BE ALLOWED TO BE USED IN THE RESERVED PIT SPACES UNLESS PRIOR AUTHORISATION HAS BEEN GIVEN IN WRITING FROM COMMITTEE.

52. Persons who do not hold a full car driving licence are not permitted to drive any vehicle in the confines of Forest Edge Kart Club, which includes the entrance road.

52.1. Quiet hours in the Paddock are from 11.00 p.m. - 7.00 a.m. NO generators or excessive noise between these times.

52.2. Club members personal details are held on a database by the competition and club secretary, they will not be used in any way apart from notifying members as to key club and racing information in line with GDPR guidelines.

52.3. FEKC has a zero tolerance to anti-social behaviour. any incidents that are reported will be dealt with in an appropriate manner.

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