

## 2026 Class Rules & Regulations: CADET 160 and 200



**Quote:** "Unless it states that you can do it... Then you cannot!"

**CH1** Competitors in the Cadet Class must be 8 years old and can continue to compete up to the 31<sup>st</sup> December of the calendar year in which their 13<sup>th</sup> Birthday falls. Any approved drivers that were under 8 years and raced with us in 2025, are approved to race in 2026. In extreme circumstances RLK may grant special dispensation in relation to weight situations.

**A driver cannot revert back if moved up to a different class.**

**All new drivers joining the club** will be classed as a novice and will start from the back of the grid during a minimum of 3 to a potential maximum of 6 race meetings.

A driver who produces a **full MSUK** Licence or holds Arks licence at signing on/scrutineering or a novice licence with 6 signatures will be assessed by RLK to whether a novice plate is required. If proven and agreed by RLK that a non MSUK driver has raced at another circuit in a championship, then one race meeting under Novice plates will apply. However, once signed off by the Clerk of the Course, any experienced drivers are permitted to start at the back of the grid providing their request has been noted with the circuit before signing on the race day, they will be classed as a non-novice and excluded from the novice trophy.

- An original **Birth Certificate** is required for RLK to copy and keep on file for ALL Cadets for our health and safety policy.
- The Clerk of the Course makes all the above decisions which are final.

**CH2 Chassis** – These must remain as standard in ALL respects and may only be subject to approved modifications by the Scrutineers for health and safety. Only one chassis can be submitted to the meeting on race day.

**CH3 Seat** – Free. Additional bolt on seat stays/mountings are permitted to a maximum of one per side, position is free. Bolt fixings must be used at each end of the seat stays.

**CH3a Transponder** - An AMB160 Transponder must be fitted to the rear of the seat 25cm from the ground +/- 5cm by means of the correct bracket.

### **CH4 Bodywork and Bumpers**

All cadet karts must be fitted with bumpers and bodywork providing front, rear and side protection, as detailed in the regulations below and in Drawing Number 6 in Section U of the MS UK Competitors and Officials Yearbook. CSAI homologated Mini kart bodywork may also be used, with the exception of the Rear Protection System. An MSUK-registered Rear Protection System may be used in lieu of a rear bumper (1.3.7), an up-to-date list of MSUK-registered RPS can be found at [www.msauk.org/karttech](http://www.msauk.org/karttech). The bumper must cover at least 50% of each rear wheel/tyre at all times. The front nose cone must have a flat front. Any modifications to this rule will be subject to the Clerk of the Course's approval.

### **CH4- CONT**

#### **Front Bumper**

Must comply with the following:

- Have the four attachment points welded to the chassis-frame. For 2011 and later homologated chassis, these points must be as homologated.
- The lower bar must be constructed from magnetic steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm and comprise a D-shape extension to the chassis frame. It must be a minimum width of 250mm, and be 80mm ± 30mm above the ground with the kart in dry configuration.
- The upper bar must be constructed from magnetic steel tubing with minimum outside diameter of 15mm and a minimum wall thickness of 1.4mm. It must be a minimum width of 300mm, and be 200mm ± 50mm above the ground with the kart in dry configuration.

- No part of the lower or upper bar may be modified from original manufacture. Filing, grinding or any additional material in the area of the front fairing mounting kit attachment is prohibited. This includes any device preventing the free movement of the front fairing being pushed back.

### **Rear Bumper**

Must comply with the following:

- Consist of two horizontal tubes. The upper having outer extension forming a closed loop, with two link tubes to the chassis anchorage points (as per Drawing 5, Diagram 2 in Appendix 1 of Section U) at least 450mm apart at any point. The radius of the outer extensions is free but it should not be less than 2.5 times the tube outside diameter.
- Have the upper bar and outer loops constructed from magnetic steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm.
- Have the lower bar constructed from magnetic steel tubing with a minimum outside diameter of 15mm and a minimum wall thickness of 1.4mm.
- Have the upper tube and uppermost extension element 225mm  $\pm$  25mm above the ground in dry configuration.
- Have the lower tube connected between the two uprights and a maximum height of 100mm above the ground in dry configuration and a minimum height level with the centreline of the chassis rail.
- Have the fixings secured at all times. The contact area of the fixing must not protrude inside the rear of the chassis rail by more than 100mm.
- You will be allowed to run either a plastic or metal rear bumper that must cover 50% of the rear tyre. New for 2026 adjustable plastic rear bumper must be adjusted to cover 100% of the rear tyre.

### **Side Bumpers**

The side bumpers must:

- Comprise a minimum of a single tube constructed from magnetic steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm (minimum diameter of 20mm recommended).
- Be securely attached to chassis by a minimum of two points on each side of the chassis.
- Allow for the attachment of the mandatory side pods.
- For pre-2011 homologated chassis, where parallel side bumper mounting points are used, have these points a minimum of 375mm apart (measured at the centres). Since 2011 and later homologated chassis, these points must be as homologated.
- Side bumpers must be compatible with existing bodywork and include side support.

### **Side Pods**

Must comply with the following:

- Include on the outer side a vertical surface with a minimum height of 70mm and a minimum length of 250mm located immediately above the ground clearance.
- Not include holes or cuttings except those necessary for their attachment and those in the inside and top plastic face for fitments (maximum M8 diameter). A hole may also be drilled for starter access, even if not in use.
- Not cover any part of the driver seated in their normal driving position.
- Not be designed to hold back water, gravel or any other substance.
- Have a clearance of between 25mm and 60mm above the ground in dry configuration (see back page for detailed drawing).

## **CH4 - CONT**

- **Front Fairing**
- Must comply with the following:
  - Have a width of 850mm  $\pm$  150mm.
  - Have a front overhang of 530mm maximum.
  - Have a clearance of between 25mm and 60mm above the ground in dry configuration (see back page for detailed drawing).
  - Comprises on its front face a centrally located vertical surface minimum 250mm x 70mm.

### **Front Fairing Blocks**

The CIK-homologated detachable front fairing mounting kit (CIK drawing see back page) must be used with effect from 1<sup>st</sup> April 2018. Where the CIK-homologated detachable front fairing mounting kit is mandatory, it

must at all times be fitted and maintained in the correct position, see drawing on back page. It is not permitted to reposition a front fairing except by stopping in the repairs area (where such a facility is provided), and this may not be done after passing the chequered flag.

The open-ended CSAI homologated front fairings will not be permitted.

#### **Front (Nassau) Panel**

Must comply with the following:

- Have a maximum width of 300mm.
- Be fixed behind the front bumper and must not protrude past the front face of the front fairing.

**Torsion Bars.** Karts homologated with rear torsion bars must be raced with the bars in place and locked at all times. Front and side torsion bars are not permitted.

**CH5 Eligibility.** The complete chassis in its homologated form, with accessories and equipment as homologated and the engine as supplied by the manufacturer (or importer where applicable) are the only combination which will be allowed to race. The registered manufacturer may apply for changes to accessories, such as brakes, on the grounds of safety. Such changes will only be acceptable with the written approval of Karting UK.

**CH6 Kart engines** may only be started in an area designated by the organisers, which shall include the live area of the circuit. When starting an engine, the driver must be seated correctly in the seat with all four wheels of the kart on the ground. Exceptionally non-centrifugal-clutch classes may start their engines, in the same designated area, with the kart positioned on a trolley in a position that will not endanger others.

#### **Engine: Honda**

‘One Honda engine of the ‘GX200 QHQ4’, ‘GX200 QX3’ or ‘GX200 QX4’ designation, fully sealed as authorised by Anderson-CSK Motorsport. GX200 engine types are subject to a maximum power and torque graph and must comply with the Motorsport UK engine homologation fiche.

**Engine Modifications:** No modification to the sealed unit outside of the Motorsport UK homologation fiche is permitted.

**Transmission:** Direct from the engine to the axle via a single length of chain. All methods of chain oiling and greasing while the kart is in motion are forbidden. A guard must be fitted covering the transmission in compliance with Motorsport UK Yearbook regulations (see U18.8.4 and U18.8.5).

One Honda engine of the ‘GX200 QHQ4’, ‘GX200 QX3’ or ‘GX200 QX4’ designation, fully sealed as authorised by Anderson-CSK Motorsport. GX200 engine types are subject to a maximum power and torque graph and must comply with the Motorsport UK engine homologation fiche.

#### **Engine Modifications: None allowed**

All engines must remain as standard or with a MSUK. Seal. All engines should run to MSUK standard of Gold Book 2024 and modifications by RLK. Any engine builder consistently found not to conform to regulations maybe subject to entry exclusion.

## **CH 6 – CONT**

One Honda engine of the GX160T1 QHQ4 GX160UT1 QHQ4 QHG4 GX160UT2-QHQ4 or GX160RT2-QHG4 designation or as subsequently modified, GX160 engine types must comply with the Honda GX160 Technical Regulations Version 18 January 2023 or as subsequently modified, which are available at Motorsport uk.org.

One Honda engine of the GX20 QHQ4 or GX200 QX4 designation, fully sealed as authorised by Anderson-CSK Motorsport, GX200 types are subject to a maximum power and torque graph and must comply with the Motorsport UK homologation fiche

RLK reserves the right to hold your engine after a race meeting to be sent to **RPM Monkey Motorsport** at any time for inspection, rebuild, and return cost will be met by the competitor RLK will not be held reasonable for any damage.

Any tapering of the seal or non-sealed Engines the driver will be excluded from that current race and possibly the whole meeting at the discretion of the RLK race director

#### **Engine Modifications GX160 ENGINE Types: Only**

Modifications/additions in compliance with the Honda GX160 Technical Regulations Version 18 January 2023 or as subsequently modified, are permitted, T1 Engine Regulations are in GX160 Technical Regulations V11a 2016.

**Only Two Engines and One Chassis** can be submitted for the race meeting. Engine numbers are to be noted on the Scrutineer card. Race engine 1 and spare engine as 2. During the meeting, the organisers will permit the engine to be changed. The Honda Engine Regulations are as per the **Kart Race Year Book 2025**. Any engine submitted on the scrutineering card will be subject to a scrutineer's inspection at any time during or after racing.

#### **CH7 Axle**

A solid, magnetic parallel bar of 25mm diameter. Split quick release bearing mountings are not permitted. Must be fitted with circlips on the ends of the axle.

Hollow axles will be permitted **from 2020**, with minimum 4.5mm wall thickness.

#### **Steering**

All karts must have the steering column mounted in such a way that even if the bottom-retaining bolt is removed it cannot pull free from the lower bearing.

#### **CH8 Brakes**

Karting UK/MSUK homologated Cadet brake system. Mechanical or hydraulic operation, solid disc, operating on the rear axle only. Interruptions on the friction surface (drilling, slots etc.) are permitted on homologated systems only and must be specified on the homologation form.

Radially vented discs are not permitted. The brake linkage must be duplicated.

All classes must have a secondary braking cable/rod fitted.

#### **CH8a Disc Protectors**

Any efficient rear brake disc protective pad (Teflon, Nylon, Delrin, Carbon Fibre, Kelvar or Rilsan) is mandatory in all categories if the brake disc protrudes below, or is level with, the main chassis tube nearest to the ground. This protection must be placed laterally in relation to the disc in the longitudinal axis of the chassis or under the disc. It must be located within 120mm of the centreline of the brake disc. Regulations as per the **Year Book 2025**.

#### **CH9 Wheels**

Wheels may be of two-piece or mono aluminium construction, i.e. spun aluminium, diecast aluminium or sandcast aluminium. Hubs may be separate or integral. In accordance with U16.8.6, any hub with an overall length (excluding wheel studs) of less than 60mm must not overhang the ends of the rear axle, measurement to be taken from the wheel-to-hub mating surface.

#### **Chain**

All classes must have a fully enclosed chain guard fitted.

#### **CH10 Tyres**

**Only one set of slick tyres** can be used per race meeting and only **three sets** can be used per championship; these may be marked at Scrutineering. The Clerk of the Course must approve the use of a replacement tyre. There must be no re-cutting of tyres. Before the start of each race wet tyres must measure a minimum of a 2mm tread.

Dry – 'Vega Cadetti Cadet. Barcoded.

Wet – 'Vega WM1 UK' Barcoded.

**BAR CODES TO BE ADDED TO THE SCRUTINEERING CARD.**

Any Driver seen warming tyres up on the dummy grid may be put to the back of the race grid for Health and Safety. Repeat offenders will be asked to report to the Clerk of the Course and may be excluded from the heat/final and/or have their points deducted from their Championship score.

#### **CH11 General**

The practice of lifting karts on the dummy grid or start line while the engine is running is prohibited.

#### **CH12 Weight**

Minimum driver weight is 27kg. The driver & kart minimum weight is 105kg.

Weights will be as per the scales on the day. **All Drivers found to be underweight will be disqualified from the heat/final.** If any Driver is found to be underweight for the second time in the meeting, they will be asked to report to the Clerk of the Course.

**CH13 For Classes that include a minimum driver weight** only mandatory items of Personal Protective Equipment (PPE), as required since 13/01/13 are to be included when the Driver is weighed.

**CH14 Exhaust**

No non-sealed exhaust can be run. All engines will run DP001 or DP002 exhausts plus mandatory heat guard. The exhaust must be **leashed/tethered as per technical regulation.**

**CH15 Fuel**

Fuel. It is not permitted to have any additives or lubricant in the fuel, otherwise as NCR Ch.18 App.8 Art.14.. A standard emulsion tube must be fitted ref number PN16166-24M-922, 29.05mm + 0.5mm

**Oil**

Only approved single type oil can be used from February 2020.

**CH16** Club 2000 reserves the right to strip and check any engine before or after any heat or final. All drivers will be responsible for stripping of any engine in front of the technical observer. Club 2000 will not be held responsible for any rebuilding costs. Any driver found to have modified their engine will be asked to report to the Clerk of the Course. They may be excluded from the Championship subject to the Clerk of the Course's decision and/or have points deducted from their Championship score. The Honda Engine Regulations is as per the Gold Kart Race Year Book 2025 or any modifications approved by RLK. **RLK reserve the right to break the seal in the right circumstances if required.**

**IMPORTANT:**

**CH17 Kart Safety**

No one piece of LEAD will weigh more than 4kg and must be fixed with two mechanical fixings. Two pieces mounted on top of each other will be classed as one and must then be fixed with four mechanical fixings, two in each.

**CH18 Noise Restriction**

All karts are restricted to 105 DB.

**CH19 Scrutineering**

All karts must be presented to the Scrutineers ready to race, **including wheels and tyres fitted.**

**CH20 All Drivers must report to Scrutineering with their race suit, gloves and racing boots**, ensuring that the ankles are protected and the whole foot is covered, (non-race footwear may be allowed) for inspection. The Clerk of the Course/Scrutineer's decision to allow them to be used is final. **Under 16 year old must attend with parent/guardian**

**CH21 Sprockets** – Free.

**CH22 Number Plates**

Honda = Yellow Plate/Red Number

Honda Novice Plate = Black Plate/White Number

**CH23.a Race Number**

Once you have chosen your number and it has been confirmed by Club 2000 then this must be kept for the current year's racing. Only in certain circumstances will a change be allowed at the Administrator's discretion.

**CH24 Rules**

These rules apply to members and Non-Members. In the interest of Club 2000 and fair competition where all rules are subject to change

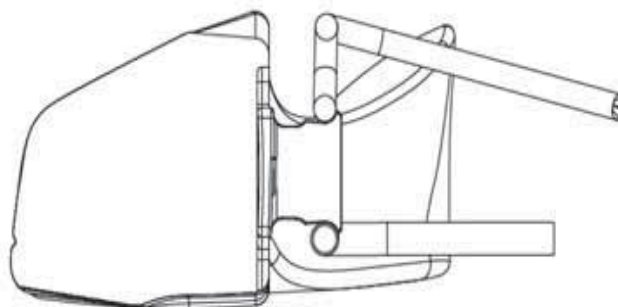
**CH25 All Other Regulations**

For this class are as per the Year book 2024 or any modification approved by RLK. The NCR rules may be used for any additional amendments throughout the current racing year.

**Fair Competitions for the future of CLUB 2000**

**CH26 Bumpers-** You will be allowed to run either a plastic or metal rear bumper that must cover 50% of the rear tyre. New for 2026 adjustable plastic rear bumper must be adjusted to cover 100% of the rear tyre.

Correct position



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

