2026 SPORTING REGULATIONS GENERAL

1. TITLE: THE SUPER ONE KARTING CHAMPIONSHIP

1.1. The Championship will be for the following established kart race classes: Comer C50, MightE, IAME M1, MightE Cadet, MightE Super Cadet, Honda Cadet GX200, IAME Waterswift Restricted, Rotax Micro Max, Rotax Inter Max, Rotax Junior Max, Senior Rotax Max, Rotax Max 177.

For the avoidance of doubt Super One Series Limited does not claim any right in the above names or styles and acknowledges that it does not claim any copyright howsoever related to them and uses them and / or any reference to their related technical Regulations purely for descriptive related purposes necessary for these sporting and technical regulations.

1.2. JURISDICTION AND GENERAL MATTERS

The Championship is organised and administered by the SUPER ONE SERIES LIMITED hereinafter referred to as Super One in accordance with these regulations. It is the competitors' responsibility to ensure they have all Championship publications and have read them thoroughly, including the supplementary regulations for each circuit. All drivers and their parent / guardian must carefully read, understand and sign the indemnity accepting the risks of motorsport. They must explain these risks and undertakings to anyone involved with their entry, e.g. a mechanic.

All drivers shall sign a waiver and release of liability before participating in any Super One event. The entrant and/or driver, in submitting the entry form for any Super One event, agrees to hold Super One, together with its owners, officers, representatives, employees and members, harm-less from any and all liability. This includes, but is not limited to: injury to persons, property, employees and/or reputation that may be sustained by the said entrant.

All Drivers must complete a Super One Licence form.

The driver, parent or guardian, mechanic, or anyone associated with the driver found to be using abusive language, threatening behaviour or abuse of any kind to any other person, this includes verbal, physical, mental abuse and is extended to Social Media and other forms of electronic communication, before, during and after the event may have their entry cancelled without refund, championship points may be deducted and/or may have to leave the circuit without return. The promoter will consider in its entire discretion whether that person or any person connected with the affected entry may attend any future event.

The Series strongly advises all participants to take out Personal Accident insurance.

Participants, or any associated attendees, attend events at their own risk, Super One Series is not responsible for loss or damage. By participating or attending the event(s) your rights to sue Super One Series limited or associated people or organisations are withdrawn. Vehicles and equipment are left at the owner's own risk, Super One Series is not responsible for loss or damage. It is the responsibility of individuals to wear adequate Ear protection.

It is expected that all competitors and their support personnel will adhere to the spirit of the regulations; they are not the basis of reading between the lines to find loopholes.

The Race Director or deputy, or Chief or Eligibility Scrutineer will make timely decisions and resolve disputes which will not be appealable. The Race Directors decision is final.

No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the Championship classes and are in no way a guarantee of warranty against death or injury to participants, spectators or others. By entering the Championship and signing on at event(s) the participants recognise that kart racing as a form of motor racing may be dangerous.

Super One has the right to amend regulations throughout the season.

All Government Legislation in connection to COVID-19 and travel rules must be followed and met by all attendees.

1.3. OFFICIALS

1.3.1. Co-ordinator: Miss Emilia Hoyle

1.3.2. Eligibility Scrutineer: Mr Darren Butterworth and Mr Matt Jones

1.3.3. Championship Stewards: Mrs Sonja Game, Mr Peter Snape and Mr Ian Rodgers.

1.3.4. Championship Race Directors are: See supplementary regulations.

1.3.5. Child Safeguarding Officer is Mrs Liz Hoyle

1.4. REGISTRATION & COMPETITOR ELIGIBILITY

1.4.1. Competitors under the age of 18 must be accompanied by a parent or guardian who MUST sign on as Entrant of that competitor. That person must remain at the event throughout. If the legal guardian or parent of the driver is not present then a signed letter assigning responsibility to another (who must be aged over 18 and produce suitable government form evidence of identity must be presented)

1.4.2. Drivers and Entrant/Drivers must be registered for the Championship and be proven to be a competent kart driver and proof of race day experiences. Competitors must understand the meaning of all flag signals and obey them at all times. These can be found in **Appendix 3: Flag Signals**

All drivers shall demonstrate their driving ability to the satisfaction of the race officials during the mandatory practice period before being fully allowed to compete. The Race Director has the authority to remove an entrant from competing at an event. Any driver who cannot maintain a speed within 120% of the fastest time recorded in each of the mandated timed practice sessions may be subject to removal.

It is individuals (or parent or guardian's if under 18) responsibility to ensure the competitor is well and fit both physically and mentally to race. Competitors are prohibited from participating in any Super One event if their physical or mental condition makes it unsafe to do so. This restriction applies to practice sessions as well as competition. Medical conditions include persons on medications that may impair their physical or mental acuity, persons with weakened physical conditions or persons under a doctor's care for physical or mental illness.

1.4.3. All competitors for the Championship must register on-line. The Championship registration fee is £150 and must be completed on-line. Registrations are non-refundable for any reason. All race entries must be received and paid for before the entry close date (2 weeks prior to the event). If all available 34 places are taken reserves will be listed in the order of received confirmed and paid entries. Entries for all races are open at the time of registration, unless full.

1.4.4. All registered entrants become members of the Super One Series Kart Club. Their membership number is their class and registered competition number. It is compulsory and the responsibility of the competitor to complete a Super One Licence application form.

1.4.5. All necessary documentation must be presented for checking at all rounds including parent / guardian identity when signing on. Driver details will be held on a Super One Database and will be subject to the provisions of the Data Protection Act 2018, and as per the Super One Privacy Policy.

1.4.6. Registration numbers will be the permanent competition numbers for the Championship.

1.4.7. Entries will be accepted from "Guest Drivers" at the normal entry fee and do not have to comply with registration as per 1.4.3 for their first weekend but must comply with Regulations 1.4.1 and 1.4.2 above. Any driver wishing to compete in more than one weekend must pay the normal registration fee. However all registered entrants and those on the reserve registration list will take precedence for entries over guests.

1.4.8. If a "guest driver" decides to take part in further rounds they will be required to pay the registration fee (1.4.3) and (2.1.6) and will be able to take forward the points accrued at their first meeting as a "guest driver", but only if there are race entry places remaining to be filled.

1.4.9. The series has the rights to combine classes with low entries. Minimum size of grid is 15 drivers, any number of entries below this may be mixed grids. If a class has 75% or less capacity, grids

may be mixed with another class.

1.5. Class, Number Plates, Age Guidelines and Class Weights:

Official Approved Super One Numbers only to be used. Numbers must be displayed on all 4 sides of the kart whilst on circuit. Only race numbers/digits approved by the Super One can be used. Only the Super One 'O' Plate can be run during the year.

Class	Number Plate	Age range	Class Weight Kg
Comer C50	Black number on Fluorescent Orange background	Year of 6th – 8 (not turned 9)	71
MightE	White number on Blue background	Year of 6th – 8 (not turned 9)	83
IAME M1	Black number on Fluorescent Green background	Year of 6th – 8 (not turned 9)	78
MightE Cadet	White number on Blue background	Year of 8th - 12 (not turned 13)	118
MightE Super Cadet	White number on Blue background	Year of 10th - 13 (not turned 14)	125
Honda Cadet GX200	Red number on Yellow background	Year of 8th - 12 (not turned 13)	107
IAME Waterswift (Restricted)	Black number on Yellow background	Year of 8th - 12 (not turned 13)	100
Rotax Micro Max	Black number on Yellow background	Year of 8th - 12 (not turned 13)	105
Rotax Inter Max	Black number on Yellow background	Year of 10th - 13 (not turned 14)	115
Rotax Junior Max	White number on Red background	13th year to 16	148
Senior Rotax Max	White number on Blue background	After 15th birthday	162
Rotax Max 177	White number on Green background	After 15th birthday	177 Driver 80KG

Unless authorised by Super One.

Class weight is with kart and driver complete with all race wear as used in the race or session. Driver weight is taken with race suit, helmet, boots, and gloves but not including any chest or rib protector. The carrying of ballast on the person is prohibited. It is your own (or your parent or guardians) responsibility to ensure you are within age for your class before registering with Super One. Proof of age must be produced on request at signing on e.g. a birth certificate or driving licence code. Any driver believed to be under the influence of drugs or alcohol will not be permitted to race, and by signing on agree to tests being made.

1.6. CHAMPIONSHIP ROUNDS

The Championships will be contested over meetings as shown below each consisting of timed qualifying, 2 heats and a final. There will be an optional practice day at every round for each of the class groups. Super One has the right to change dates and venues or amend these regulations at any time. Wherever possible 20 days notice will be given but rule changes are effective immediately unless otherwise stated. The meetings will be as follows:

Date	Venue	Rounds
4 & 5 April 2026	Rowrah	Rounds 1 & 2
2 & 3 May 2026	GYG	Rounds 3 & 4
6 & 7 June 2026	Clay Pigeon	Rounds 5 & 6
4 & 5 July 2026	Fulbeck	Rounds 7 & 8
1 & 2 August 2026	Whilton Mill	Rounds 9 & 10
29 & 30 August 2026	Shenington	Rounds 11 & 12

1.7. SCORING FOR CHAMPIONSHIPS

1.7.1. Saturday and Sunday: All Drivers will have 2 heats and a Final.
Points will be awarded to competitors listed as classified finishers in the heats and finals as follows:

Heats - 1st 34, 2nd 33, 3rd 32, 4th 31 reducing by 1 point to 34th position.

Final - 1st 60, 2nd 58, 3rd 56, 4th 55, 5th 54, 6th 53, 7th 52 reducing by 1 point to 34th position who will score 25.

Once a driver crosses the start line they will be classified as a finisher.

Non-starters in the heats and final will be given a finishing position below all classified finishers in relation to their grid position before penalties are applied, whether they present themselves on the grid or not and in starting grid order if more than one.

1.7.2. The final Championship positions will be determined from the total of a maximum of the best scores less 2 rounds in each class. To qualify for a top ten position in the championship a driver must have competed fully in all rounds (unless excluded during the meeting), unless they apply to the series co-ordinator or promoter and gain approval for absence.

1.7.3. Should any driver be totally excluded from a round (this is not a heat or final) for any reason they cannot drop those rounds, it will count as one of their counted results (One 0 points will be included in their counted scores).

1.7.4. Deleted

1.7.5. Should a tie result from the total of 10 rounds for any position, the discarded 2 rounds will be included. Should a tie still result it will be decided by the number of 1st places gained in final, if still undecided the number of 2nd places in final, then 3rd places and so on until resolved.

1.8. SCORING FOR THE INDIVIDUAL MEETINGS

1.8.1. No points will be awarded to competitors for timed qualifying.

1.8.2. From the amalgamated results of the timed qualifying the top 28 drivers will go forward to the first final or if 34 or less then all go forward to Final 1. The fastest time on pole position and so on. If more than 34 in TQ then the next highest 34 drivers will have a repecharge B from which the first 6 will go forward to the rear of the first final grid. The repecharge will be held in accordance with 2.4.1.

1.8.3. The timekeepers of the meeting will be Judge of Fact in respect of laps completed and finishing order.

1.8.4. In the event of any meeting being cancelled outside of our control, the round will be classed as void, therefore, reducing the total number of counting championship rounds by one (per round cancelled).

1.8.5. In the case of a meeting not being completed for any reason the following will apply:

1.8.5.1. If a meeting is stopped after Time Qualifying, points will be awarded for your position in time qualifying (as per 1.7.1).

If a meeting is stopped after Heat 1, positions will be taken for Heat 2 and the Final from Heat 1 results.

If a meeting is stopped prior to the completion of the Final of that class, points for the final will be determined based on your grid position for the final.

1.8.5.2. If a meeting is stopped after completion of the Final the results of that class will be declared as per 1.8.2

1.8.5.3. No Refunds for entries are given for any reason. If the Event is cancelled for reasons beyond the reasonable control of the organisers then no refunds of any entry fee are payable.

1.8.5.4 The series is not responsible for refunds for hotels, flights, travel or consequential loss in the case of a meeting being cancelled for any reason.

1.9. AWARDS

1.9.1.1. Per Race Weekend Trophies are awarded for Saturday Final and Sunday Final. For all classes there will be 3 trophies if there is a minimum of 10 entries. Top 6 trophies will be awarded for Comer C50, MightE, IAME M1, MightE Cadet, MightE Super Cadet, Honda Cadet GX200, IAME Waterswift (Restricted) and Micro Max subject to entry.

1.9.1.2. There will be a Rookie Cup for the highest place in Saturday Final and Sunday Final in each class awarded to a driver who has not competed in more than 50% of the rounds in a single season in Super One in previous years. Guest drivers are eligible for the Rookie Trophy.

1.9.1.4 Definition of a team: A commercial race company or racing team whether registered as of limited liability or any other style or type of legal person / entity in any jurisdiction hosting drivers in providing race services or covered accommodation for the purposes of the Championship. A team or commercial company is further defined as a group or individual who are hosting the driver to make commercial or financial gain where the principals are not also the PG Entrant licence holders of all the drivers entered in the championship. A team must have appropriate public liability insurance not less than £1m per claim and produce evidence of this on demand of the Super One.

1.9.2. Overall Championships. The winner of each Championship will receive a Championship trophy.

1.9.3. The top 10 drivers only will be declared seeded drivers for the 2027 series and the top 5 will not have to pre-qualify, if qualification is necessary and provided the same class runs in 2027.

Any driver changing class will forfeit their seeded position. They will not be able to use their Number 1 in a different class than the class that they obtained their number.

1.9.4. The top 10 drivers in the 2025 Super One Series Championships for relevant classes will be given their numbers accordingly to use at the 2026 Super One Series until the last round of the 2026 series.

The “O” Plate winner of the 2026 Super One “O” Plate for relevant classes will be given the “O” Plate number to use at the 2026 Super One Series until the last round of the 2026 series. No other “O” Plates can be used.

1.9.5. All Championship awards and prizes may be given at a prize presentation, date and venue to be advised not later than March 1st 2027, other than for reasons beyond the reasonable control of the organisers. Prizes must be redeemed 1 month after the presentation date.

1.9.6. All meeting awards will be given at the venues after each final or within one hour of the provisional results being posted. In the event of a provisional result not being posted by 6.00pm, the awards will be given at the meeting next following publication of the final results.

1.9.6.1. Entertainment Tax Liability

In accordance with current government legislation, the Super One Series are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that as the organiser, the Super One Series is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such and arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact HMRC Personal Tax International, Foreign Entertainers Unit, St John’s House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 & Fax: 0151 472 6483.

1.9.7. COMPETITORS' OBLIGATIONS

1.9.7.1. It is mandatory for all competitors, (and reminded that if a minor they must be accompanied by the parent / appointed legal guardian) to attend all drivers' briefings arranged by the Race Director or read the published drivers briefing notes online if no physical drivers briefing is held.

1.9.7.2. In the case of 1.9.6. ALL competitors are obliged to collect their awards personally, in the case of 1.9.5. the first three in each class must collect their awards personally; all other competitors must collect their awards personally or nominate a third party to collect their award on their behalf. This third party shall not be a Super One Official and shall collect the award at the prize presentation. In all cases awards not collected will be forfeit.

1.9.8. Title to awards. In the event of any provisional result or Championship tables being revised after any provisional presentation and such revisions effect the distribution of any awards the competitors concerned must return such awards to the Super One Series in good condition within 7 days.

1.9.9. To provide & ensure a transponder is fitted to your kart as per regulation 3.7.

1.9.10. In order to qualify for both meeting points and Championship points each competitor must sign on during the time specified in the meeting program. The Driver must also take part in the Timed Qualifying practice unless for reasons of Force Majeure.

2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

2.1. **ENTRIES** Supplementary Regulations (SR's) and entry forms will be emailed to all registered drivers in sufficient time for entries to be made prior to the closing dates and are available on the Super One Series website. It is the competitor's responsibility to have read them thoroughly.

2.1.1. Competitors are responsible for entering and paying in full for each race and ordering tyres online 2 weeks prior to the event.

2.1.2. Entries will only be acknowledged by email after entering online. Race entry reserve lists will be generated in order of entry when the grid is full or at the time of the event entries closing (2 weeks prior to the event), whichever is sooner. After the closing date, entries available will be first come first served for Registered drivers. Registered drivers who do not enter the first or subsequent rounds will be placed on the entry reserve list if entries remain fully booked. Registered drivers with all rounds paid upfront will take priority.

2.1.3. Flag signals on track as per Appendix 3.

2.1.4. The entry fee is £195 per weekend (Saturday & Sunday). All entries must be made online.
Friday practice is optional.

2.1.5. No Refunds or transfers for entries are given for any reason. If the Event is cancelled for reasons beyond the reasonable control of the organisers then no refunds of any entry fee are payable.

2.1.6. The Championship Organisers reserve the right to refuse any competitor to enter any particular meeting if the competitor owes any money to the Super One or other company associated with the Super One. The Super One reserves the right to refuse anybody from registering with the Series if it is thought that have brought the Sport into disrepute.
The Super One has the right to refuse anybody or any Team from entry to the event.

2.2. **PRACTICE** Official practice will be at least 3 laps.

2.2.1. **Practice restrictions** ALL competitors, and their equipment, are forbidden to practice or use the circuit prior to the Super One in any type of kart on the Monday, Tuesday, Wednesday and Thursday and only on Friday/Saturday/Sunday if the Super One is offering official practice for the Series. Any competitor reported or deemed to have done so, by an official of the circuit or Super One Series, may be excluded from the meeting.

2.2.2. **INCIDENT MARSHALS, BREAKDOWNS & REPAIRS:** Additional incident officials (pushers) are not normally permitted on the circuit. Only if the Race Director requests such they may be allowed on the circuit at the discretion of the Race Director, provided that they have signed on, have attended a briefing session, and are wearing an orange high visibility vest. It is individuals (everyone except drivers in the specified race) responsibility to ensure they are wearing an

orange high visibility vest when on the track. Note that marshals are instructed to remain in their posts during racing or practice and it is the competitor's responsibility if able and safe to do so to remove their kart to a place of safety, otherwise the Race Director or their deputy will make suitable arrangements, at all times ensuring the safety of the driver and officials. The driver must stay in a safe place as advised by a track marshal and recover the kart taking it through parc ferme if instructed by the scrutineer/an official, if safe to do so. It is not permitted to make or attempt repairs on the circuit. Note that some circuits have a pit repair area which will be designated in the drivers briefing.

Entering a live track without permission is strictly prohibited.

2.2.3. **SIGNALLING:** No signals may be exchanged, offered or made between spectators, mechanics, team members and a driver on track, or vice versa.

2.2.4. **Parc Ferme/Closed Grid System** – A Closed Grid system will operate for Timed qualifying, heats and Finals. The exact procedure and format may vary slightly at each round due to local circuit layouts, but final details and instructions will be issued either in writing or during the Drivers' Briefing at each round.

All areas of the system will be considered as Parc Ferme and all rules relating to Parc Ferme will apply.

Entry to Parc Ferme will be only allowed to Pass Holders (can be digital) of the class currently preparing to compete. Other competitors wishing to gain access must seek permission from the chief scrutineer or his designated deputy.

A pass per competitor (can be digital)will be issued at or before their first meeting. They will at all times remain the property of Super One but will become the competitor's responsibility. A charge of £5 will be made for the replacement.

2.2.4.1. Approximately 15 minutes prior to a timed qualifying/race start the Pre-Race assembly area will open.

Karts will be taken into the area with only the driver and one mechanic who must show their pass to the gate marshal. If the pass is not shown then access will not be granted.
Mechanics supporting one or more drivers is permitted (only one mechanic per kart)
Any driver found to have more than 1 mechanic/helper on the grid will be asked to leave the dummy grid and may forfeit their race. Any team manager/coaches found to be giving assistance will be asked to leave and the driver may be removed from the grid.

Each driver/mechanic will make their selection of tyres and collect them from the tyre parc ferme. Should there be a change of mind then the set drawn must be returned before the other set is taken. Karts should then be prepared for racing with competitors/mechanics making all final adjustments.

Karts may proceed onto the dummy grid (providing it is clear and ready to accept the next grid of competitors) whenever they feel that they are ready.

No adjustments except to tyre pressures (additional air cannot be added) will be allowed on the Dummy Grid.

Approximately 4 minutes to race time the tyre distribution will close. Approximately 2 minutes to the race time the gate to the dummy grid will close. Any kart or driver who has not left the parc ferme area before the gate is closed will not be permitted to take part in the session or will be placed at the rear of the grid for a race. If more than 1 driver does not make the gate they will be placed at the rear of the grid in order of grid position. No additional alterations may be made to the kart except to fit the tyres.

2.2.4.2. Once the kart has entered the dummy grid area the driver/mechanic must position it on to their grid position or as directed by the grid marshal.

Once again it should be emphasised that no adjustments except to tyre pressures (additional air cannot be added) will be allowed. Any infringement of this rule will result in the competitor not being allowed to compete in the timed qualifying or will be placed at the rear of the grid for a race.

Should a competitor wish to make further adjustments then they may return to the Pre-Race assembly area (if it is not closed) but will then be subject to the rules as detailed in 2.2.4.1 above.

Once the timed qualifying/race is ready to start the karts will come under starters' orders and be released on to the circuit in the normal manner. Drivers must not hold on the grid after the starters orders have been given.

2.2.4.3. At the end of the race the karts will be directed into a Post Race Area as detailed in 2.7.3 – 2.7.7 below.

2.2.4.4. Any driver/mechanic impeding another competitor in any part of phase 2.2.4.1 or 2.2.4.2 will be reported to the Race Directors who may hold a hearing and may impose an appropriate penalty. It should be noted that any change to the timetable that arises for whatever reason will be advised to the competitors by tannoy or other method.

2.2.4.5. In the case of a meeting state being changed from either Wet or Dry prior to the grid departing, an appropriate amount of time will be allowed for the driver/mechanic to change their tyre choice. The Race Director will make a decision on how long is permitted and advise all competitors for the race of their decision and the revised time of race start.

Competitors will be either in the Pre-Race assembly area or will return there from the Dummy Grid. A new race time will be announced and the procedure as per 2.2.4.1 and 2.2.4.2 will be followed.

It should be emphasised that if the meeting is running as an Open Meeting then no additional time will be allowed. Only one kart per driver is allowed in the Parc Ferme area.

2.3. GRID POSITIONS

2.3.1. The maximum grid will not exceed 34 for timed qualifying or race sessions.
For Time Qualifying (and maybe for practice if the series chooses), drivers will line up on the grid in Championship Order.

2.3.2. The grid positions for the Heats will be decided by the timed qualifying results, see 2.3.2.7 & 2.3.2.8.

2.3.2.1. Timed qualifying ("TQ') will be for all classes and will be in 6-minute sessions (depending on the number of entries) each driver will take part in one of these sessions.

2.3.2.2. Timed qualifying - Drivers must go out onto the track from the grid when the Green flag is shown. Drivers must not hold on the grid after the green flag is shown.

2.3.2.3. All drivers in the TQ session must start their timed laps from the session start and may do as many laps as they wish in the 6-minute period, all these laps will be timed.

Crossing the start line for the first time will register on the timing equipment and will constitute the start of your first lap.

All regulations will apply as if the TQ session was a race. Once a driver leaves the circuit and returns to the scrutineering/pits area, their session will finish, and they will not be allowed onto the circuit again.

2.3.2.4. On leaving the circuit from the timed qualifying session, all drivers MUST report to scrutineering and weighing area.

2.3.2.5. Any driver missing his/her timed qualifying will not be allowed to take part in timed qualifying. It is the driver's responsibility to present themselves and their equipment on the grid for their timed qualifying at the correct time.

2.3.2.6. Any driver considered to be baulking or blocking another driver may be penalised. A driver who consistently places their kart on a line that is not that recognised as the racing line, in an effort to prevent being overtaken, may be warned as to their unsporting conduct and should they continue they may be given a 5 place penalty. Lap times may be taken into consideration.

2.3.2.7. The timed qualifying results order will decide the grid positions for the heats.

Each driver's quickest single lap only to count.

The quickest lap takes pole position. In case of a tie the second quickest lap will be taken to resolve the tie and then the third lap etc.

If there is more than one session and the fastest time achieved in the slowest session is not more than 101% of the fastest time achieved in the faster session then the classification will be determined by the order of the fastest times achieved by each driver.

If there is more than one session and the fastest time achieved in the slowest session is more than 101% of the fastest time achieved in the faster session then first place goes to the fastest driver in the faster session (fastest time overall), 2nd place goes to the fastest in the second fastest session, 3rd place to the fastest in the third session if there is one, or to the second fastest in the fastest session and so on to determine the combined results order.

2.3.2.8. If there is power failure or computer failure to run the digital timing system, time qualifying results will be determined by championship order, guests will be placed at the back in a random order by ballot draw. If this applies for Round 1, grids for Heat 1 will be in random order generated by the timing officials for all drivers, grids for Heat 2 will be determined from Heat 1 final results.

2.3.2.9. Championship Regulation 5.1.1 will apply to all TQ.

2.3.3. The grid positions for the Finals will be decided by the combined heat points. The highest heat point scorer takes pole position, the second highest takes second place, and so on. In case of a tie for any position, time qualifying results will be taken into account to resolve the tie and then the second fastest lap etc.

2.4. RACES

2.4.1. Heats will be for all classes and will be a duration of 7-minutes plus a lap (depending on the number of entries), each driver will take part in both heats. There will be a final per round of 9-minutes duration plus 1 lap.

2.4.2. Race duration may be reduced in wet weather, unforeseen circumstances and for safety reasons.

2.4.3 Once the race starts, if a driver leaves the circuit and returns to the scrutineering/pits area, their race will finish, and they will not be allowed onto the circuit again.

2.5. STARTS

2.5.1. Starts will be rolling starts except for Comer C50, MightE, IAME M1, and Honda Cadet GX200 which will have standing starts. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow. Penalties may also be imposed on the No 2 position driver if considered to have broken formation prior to the red light going out to indicate the start of the race. Penalties may be issued for any driver who has a jump start or false start, the Race Director's decision is final. Drivers, who fail to take their correct position on the dummy grid when instructed, must start the race at the rear of the last row of the grid. Tyre warming is not permitted on the dummy grid. Weaving to promote tyre warming on formation laps is prohibited.

2.5.2. Deleted.

2.5.3 If there are 2 false starts, 2 minutes will be taken off the race time.

2.5.4 For standing starts: The Race Director will decide on whether a parent/guardian/mechanic can stand on the track grid to help guide their driver into the correct grid position. This will be at the Race Directors/ Clerks discretion. Any parent/guardian/mechanic allowed on the track grid must wear an orange hi-viz vest or jacket supplied by themselves.

2.6. RACE STOPS

2.6.1. If the race is stopped with a red flag, the karts will slow, stop racing, and proceed to the start line unless otherwise indicated, and stop. The karts may not be worked on, unless with Race Director's or Scrutineers permission and only if permission is given can re-join the race. Drivers involved in the red flag incident may only re-start if the Race Directors gives permission and may be asked to start from the back. In which case the kart must be re-scrutineered and medical permission given.

2.6.2. If the race is re-started, any driver not taking their grid position when requested to do so, shall start from the back of the grid. All other original grid positions will remain the same.

2.6.3. If time qualifying is stopped under a red flag for any reason, the fastest full lap will be counted. If at least 1 full lap has been completed, the session will finish.

If a heat or final is stopped under a red flag within 2 laps or less (for the leader), the race will be restarted in original grid positions for the remaining time left of the race, nose cones can be reset.

If a heat or final is stopped under a red flag within 3 laps or more (for the leader), the race will be restarted in single file in positions from previous full lap for the remaining time left of the race, nose cones can be reset.

If a heat or final is stopped under a red flag after 50% of the race (time on the clock), positions will be scored on the lap previous to the red flag.

If a heat or final is stopped due to 2 red flags being shown on separate occasions, the session will finish and positions will be scored on the last full lap prior to the red flag.

2.7. SCRUTINEERING

2.7.1. All competitors must complete their scrutineering information online before they enter the track for practice or racing. You must complete all items on the form and certify the kart is safe and maintained throughout the duration of the event.

2.7.2. ALL competitors will be emailed a scrutineering link or issued a race scrutineering card, which they have SOLE responsibility to fill in correctly and submit or hand to the scrutineer at pre-race scrutineering. This online form/card must contain the following information: Drivers name, class and race number. The chassis unique number(s), and the chassis manufacturer. Each engine's unique number and the manufacturer and model number. If any are changed for the Sunday round after the Saturday round, application must be made to the Chief Scrutineer to change the information.

Where seals are used to seal chassis & engines, the seal numbers must be written alongside the individual engine and chassis numbers on the scrutineering form and must be correct.

The online form/card must be signed by the driver and in the case of drivers under 18 also their entrant. It is stressed once more that both the completion and handing in of this online form/card is the SOLE responsibility of the competitor.

It is the driver entrant's responsibility to present your kart and certify all items on your scrutineering information have been competed, verified and will be maintained throughout the duration of the event, at all times.

This scrutineering information will be the only method used to check that each competitor is using at all times the equipment declared and presented by him/her at pre-race scrutineering.

At any post race scrutineering the chassis, engine numbers and any seal numbers must be those stated on the scrutineering information and the chassis and engines must also have the general scrutineering paint in place, if used.

Tyres will be barcoded or may be marked with paint pens.

Each driver will be allowed 1 kart & 2 engines only, per race meeting. It is the competitor's responsibility to ensure that the correct kart & engine numbers and other details are recorded on

the scrutineering form.

Should it be found that the chassis, engines or seals do not comply with the above requirements, or that the tyre markings or bar codes, are missing or incorrect, it will be considered to be a matter of fact for which there will be no appeal. It is the responsibility of the competitor to ensure that a seal or mark is not missing or damaged. No seal can be replaced if the kart has left parc ferme. The Race Director may hold a hearing and the minimum penalty may be exclusion from that race or timed qualifying session.

2.7.3. Post Race Scrutineering will take place after timed qualifying, heats and finals and all results are deemed provisional until all karts are released by the Series Scrutineer, or any person designated to do so in his absence, and/or after completion of any Judicial or Technical procedures, including the testing of fuel, checking of engines and tyres which may take several days. All measurements are taken post race at Scrutineering and measurements are taken at the temperature of the day.

2.7.4. After timed qualifying or any race all drivers must go to the Parc Ferme area. Any driver and kart directed or requested by an official to go into the weighing/scrutineering area, should not leave this area without the specific permission or instruction of the Series Scrutineer, or any person designated to do so in his absence. In the case of drivers under 18 years of age, we would suggest the entrant satisfy himself or herself that this permission has been given. Weights are based on the scales of the day.

The minimum penalty for any driver or kart leaving this area without permission will be exclusion from the race/timed qualifying.

2.7.5. No person or persons, other than the driver may enter the weighing/scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against their driver.

2.7.6. Engines or chassis may be sealed at any time, and you may be requested to fit special nuts to your equipment for this purpose. This does not preclude the Scrutineer's right to fully dismantle the engine or components if required.

2.7.7. Any time during the meeting you may be requested by the Eligibility Scrutineer to remove any component from your engine or kart, including any engine or exhaust restrictor, which will be sealed and held by the scrutineer, and replace it with a standard homologated unit, that will be given to you by the scrutineer, for use for the remainder of the meeting. The said unit is to be returned in good working order at the finish of the meeting, when your unit will be returned, unless it is impounded by the scrutineer for testing.

2.8. **RESULTS** Will be in accordance promulgated and any protests, appeals or complaints must be made in writing to the Co-Ordinator of the meeting within 30 minutes of their publication.

All results are provisional for 7 days. Any disputes on positions or championship points must be made in writing to the Co-Ordinator of the meeting within 7 days of the race/session.

3. TECHNICAL REGULATIONS

3.1. For IAME M1, Comer C50/C50G (any reference to C50 includes C50 and C50G), MightE, MightE Cadet, MightE Super Cadet, Honda Cadet GX200, Honda R200, Waterswift (Restricted), Waterswift and Rotax classes the class technical regulations will mirror those by the UK Class Rules. Any specific Super One technical regulations will override the class regulations.

No teeth to be removed from sprockets and standard 219 pitch sprockets only, no 0.5 tooth sprockets permitted in fixed gear classes.

No additives permitted in water cooled classes.

Cadet classes – caster camber top and bottom is permitted.

For other regulations such as bodywork, bumpers, wheels, chainguards etc the regulations mirror those by the UK Class rules. Old style metal bumpers are prohibited.

The use of the CIK homologated detachable front fairing mounting kit is mandatory for all classes (except C50s, MightE and IAME M1) unless modified by official bulletin.

Engine Fiche as published by the Engine Manufacturer or UK Dealer
Weights as in 1.5.

The Chief Scrutineer and Race Director's interpretation of these regulations is final and cannot be queried or appealed.

3.1.2 MightE Cadet / Super Cadet

Powertrain. The complete powertrain—including the Motor, Controller, Battery Pack, Battery Management System, Throttle Sensor, and Mounting System—must be as supplied by MightE. No modifications are permitted. Motors must remain sealed with the original MightE-issued seal at all times. A representative of MightE may access the data system of the motor and/or battery to check status and compliance at any time.

Transmission MightE Cadet / Super Cadet. Direct from the motor to the axle via a single length of chain. Only a 63-tooth rear and MightE-supplied 30t front sprocket may be used. No teeth to be removed from the sprockets and standard 219 pitch sprockets only, no 0.5 tooth sprockets permitted.

3.1.3 **Transmission MightE**. Direct from the motor to the axle via a single length of chain. Only a 63-tooth rear and MightE-supplied 30t front sprocket may be used. No teeth to be removed from the sprockets and standard 219 pitch sprockets only, no 0.5 tooth sprockets permitted.

3.1.4 **MightE Steering:** Caster/Camber adjustment is permitted to the front axle by the addition of top pills

3.2. TYRES

3.2.1. **GENERAL** Rotax Classes (except Micro Max) - One set of slick tyres and a maximum of two sets of wet tyres (see 3.2.5 below) only will be allowed for racing per competitor per weekend. Comer C50 & MightE- 2 sets of all-weather tyres maximum for the season (see 3.2.3 below). IAME M1, MightE Cadet, MightE Super Cadet, Honda Cadet GX200, Honda R200, Micro Max, Waterswift (Restricted) and Waterswift – a new set of slick tyres weekends 1&3&5 (rounds 1&5&9).

All classes - plus one extra front and one extra rear of each type, these extra tyres may only be allowed at the discretion of the Series scrutineer if in his opinion either one front or one rear tyre is damaged and un-safe to use.

It is the competitors' responsibility to insure wheels tyres and tyre holders against loss or damage. Wheels and tyres are left in storage at the competitor's own risk, Super One Series is not responsible for lost or damage.

IT IS THE COMPETITOR'S RESPONSIBILITY to make sure that the scrutineer inspects a faulty tyre before the kart leaves the tracks exit/weighing in area. No extra tyre will be allowed after the kart has returned to the parc-ferme area. It should be noted that these race tyres may not be used during free practice or warm up sessions.

At Round one a set of slick tyres, a set of wet tyres and a reserve set of wet tyres (if ordered – see below) will be made available to each competitor entered. These tyres must be used for Saturday and Sunday timed qualifying, heats and final.

At all subsequent rounds only a set of slick tyres will be required to be ordered at least two weeks before each race weekend by each competitor entered for both Saturday and Sunday for Rotax Classes (except Micro Max). Comer C50 & MightE will be required to order a minimum of 1 set of all weather tyres at round 1 and can purchase an additional set at any time during the series but a maximum of 2 sets for the whole series. IAME M1, MightE Cadet, MightE Super Cadet, Honda Cadet GX200, Honda R200, Micro Max, Waterswift (Restricted) and Waterswift – a new set of slick tyres are required for weekends 1&3&5 (round 1&5&9).

The minimum tyre depth for C50 & MightE all weather tyres or wet tyres is 1.0mm. The minimum tyre depth for MightE Cadet, MightE Super Cadet, Rotax classes, IAME classes and Honda wets is 2mm.

If a competitor requires new wet race tyres, reserve wet tyres or any test tyres, either slick or wet, for any round they must be ordered at least two weeks prior to the meeting date for which they are required.

Before any tyres are issued, (including the ones supplied automatically), they must be paid for, even if the competitor fails to attend a particular meeting that he/she is registered. Tyres must be ordered on the Super One online entry system through JKH UK Limited. Any Queries contact Tel: 01928 740090 or email: lizhoylejkh@icloud.com

Please note failure to order tyres within the above timescale may result in competitors not being able to compete. 2 x Tyre holders must be pre ordered from JKH for the first round and it will be the competitor's responsibility to bring them to each round. Failure to do so will result in a competitor being charged £65 + vat for a replacement.

Any items/products not claimed within 30 days from the date of the last round shall be deemed ineligible for redemption.

3.2.2. SLICK TYRES

3.2.3. For all classes it is mandatory at every weekend meeting to purchase a set of new slick tyres as per 3.2.1. (Comer C50 & MightE weekend 1 and then an optional additional set may be purchased during the season (tyres need to be ordered at least 2 weeks before a race weekend). IAME M1, MightE Cadet, MightE Super Cadet, Honda Cadet GX200, Honda R200, Micro Max, Waterswift (Restricted) and Waterswift weekends 1&3&5 (round 1&5&9). When the meeting is declared DRY, slicks must be used, if OPEN then either slicks or wets may be used. Slicks can not be used if the meeting is declared WET.

3.2.4. All tyres will be barcoded (or Marked) at each weekend meeting, and every competitor will receive a random set of slick tyres for their specific class. It is the competitor's responsibility to make sure tyres are marked when issued at each round and that the marks are in place at all times during the meeting (See 2.7.2). Comer C50, MightE , IAME M1, MightE Cadet, MightE Super Cadet, Honda Cadet GX200, Honda R200, Micro Max, Waterswift (Restricted) and Waterswift tyres will be bagged, sealed and taken away by the competitor and brought back to the next round.

Race tyres must not be used for practice, only TQ, heats and finals.

Only slick tyres purchased from JKH and ordered online via the Super One system, within the parc ferme will be allowed to be used during the meeting.

3.2.5. **WET TYRES.** All competitors will be required to purchase a new set of wet tyres from JKH via the entry system. Only if the meeting is declared OPEN or WET may wets be used, if the meeting is declared wet only wet tyres may be used.

They may also purchase a reserve set to replace the first set, once the first set is replaced the first set can not be used in the Championship again. This set must be pre ordered (see 3.2.1) and will be sealed in a bag as detailed below. If this set is used they will be entitled to buy a further reserve set at the following meeting.

All tyres will be barcoded at each round, and every competitor will be supplied a random selected set of wets (if ordered) or wet tyres transferred from the previous round.

You may mount the tyres on wheels, but at no time may the tyres leave parc ferme, other than going to the dummy grid and then onto the circuit to take part in either timed qualifying or a race (heats and finals) and then directly return to parc ferme.

All rules that apply to the slick tyres re parc ferme will also apply to the wet tyres. At the end of the meeting, you can either take your tyres from parc ferme in the normal manner, in which case you will have to purchase a new set at the next round from JKH as above, or you can request that the tyres are sealed in a bag, You will then take the sealed bag with you.

At the next meeting if you return the sealed bag to the parc ferme without it having been tampered with in any way, and if the scrutineer or tyre official is happy that the bag has not been opened or tampered with in any way, you may use the same set of wets tyres at that meeting.

If the scrutineer feels the bag has been tampered with, then you will be required to purchase a new set of wets from JKH for that meeting. This system will continue for the next meeting etc.

There will be a charge of £15 for a replacement bag. Only wet tyres purchased from JKH and obtained from within the parc ferme will be allowed to be used during timed qualifying and racing (heats and finals).

3.2.6. Competitors must remove all their tyres, fuel cans and rubbish from each circuit at the end of a meeting. Should any be left behind they will be identified and any charges incurred for their disposal will be reimbursed from the competitor. Any tyres, fuel cans or rubbish cans left on site in the pits will be charged at £10 per item. Please check your area before leaving the site.

3.2.7. For all classes a parc-ferme system will be used for slick tyres as well as wet tyres. At no time are competitors' tyres to go outside the parc-ferme except when going to the dummy grid, on to the circuit, or returning directly from the circuit or scrutineering area.

3.2.8. **CLASS TYRES.**
The only tyres to be used in each class are listed below, mandated by the Super One.

Class	Tyre Type	Model
Comer C50	All Weather	Comer C50 Le-Cont all weather MSA04.
MightE	All Weather	Comer C50 Le-Cont all weather MSA04.
IAME M1	Slicks	Heidenau T-Race UK Green Slicks
	Wets	Heidenau WH1 UK wets.
MightE Cadet	Slicks	Vega Cadetti UK Slicks
	Wets	Vega WM1 UK Wets
MightE Super Cadet	Slicks	Mojo C2
	Wets	Vega WM1 UK Wets
Honda Cadet	Slicks	Vega Cadetti UK Slicks
	Wets	Vega WM1 UK Wets
Waterswift Restricted	Slicks	Vega Cadetti UK Slicks
	Wets	Vega WM1 UK Wets
Rotax Micro Max	Slicks	Vega Cadetti UK Slicks
	Wets	Vega WM1 UK Wets
Rotax Inter Max	Slicks	Mojo C2
	Wets	Mojo CW
Rotax Junior Max	Slicks	Mojo D2XX
	Wets	Mojo W5
Senior Rotax Max	Slicks	Mojo D5
	Wets	Mojo W5
Rotax Max 177	Slicks	Mojo D5
	Wets	Mojo W5

3.2.9. At any time tyres may be tested by the Super One for conformity and their decision is final.

3.2.10. A photo-ionization detector (PID) may be used for comparison testing for chemical treatment of tyres. A reading greater than 2ppm, with the sampling probe within 5mm of any part of the tyre or tread, and where the reading is at least 50% greater than the average readings found on a similar sample of tyres from the spare pool held by the organisers will be deemed illegal.

If chemical treatment of tyres is established before the race, using the above technique or any other, the competitor will not be allowed to race as chemically treated tyres may constitute a safety risk.

3.2.11. Competitors' control tyres may only be used for timed qualifying, heats and finals and may not be used during practice and warm up practice.

3.3. CHASSIS

3.3.1. All classes will only be allowed one chassis however, if damage occurs to the chassis, which has been scrutineered for the meeting, if in the opinion of the scrutineer it is not practical or safe to repair in time at that meeting, one alternative chassis of the same make and type may be scrutineered in order to continue the meeting.

Micro max and Inter max rear width is 1100mm.

3.3.2 **BALLAST**: Ballast may be added to the kart chassis or seat to attain the minimum class weight. There must be at least two bolt fixings, or three if straddled on a triangular seat stay. The maximum per fixing is 5kg.

3.4. ENGINES

3.4.1. Only two engines are allowed to be scrutineered.

Engines may only be started in the pits if the circuit permits starting in a designated area (see 6.16). Should a Driver/Entrant wish to start their engine it may only be done under the supervision of the Scrutineers and then only in a designated area.

3.5. FUEL & FLUIDS

For all classes the only petrol allowed to be used during racing will be that petrol nominated by the championship organisers from a nominated local service station. The entrant must obtain a receipt from the nominated service station. The receipt must be shown on request of the Scrutineer or the fuel official.

Competitors will be required to state the make and type of oil used in the fuel, and the mix ratio on their scrutineering information. A sample of the oil may also be required.

Any fuel testing done at the circuit is deemed to be the definitive test.

If you have fuel samples taken for further analysis of additives (including oil) or for comparison testing, you will be required to make a written declaration to the scrutineer stating the make and type of oil that you have used in your petrol, and the ratio mix.

If your samples do not conform to your written declaration or are found to be ineligible you will be excluded from the meeting and may not be permitted to enter any further Super One events. If proven to be ineligible that competitor will pay for the cost of the tests and all costs incurred on the indemnity basis as a contract debt.

A minimum of three litres to be available is recommended but a minimum of 1.3 litres is mandatory to allow for comparison testing and/or analysis of additives (including oil).

The testing of fluids other than fuel will be carried out by taking three samples, each of equal volume, and labelled and sealed. One sample will be tested using Super One approved test equipment.

3.5.1 Any time during the meeting you may be requested by the Eligibility Scrutineer to replace under supervision the fuel in the kart with fuel that will be given to you by the scrutineer, for use for the remainder of the meeting. The cost of this fuel is to be paid by the competitor prior to their next race. You may provide a sealed bottle of the oil marked on your scrutineering card/online garage.

3.6. **COSTS** Competitors should be aware that deposits will be taken in advance for costs involved in eligibility checking and note that these regulations will also extend to any tests or checks made on fuel and tyres.

Any competitor found to have been using fuel, tyres, or equipment not conforming to these regulations; will be subject to any costs involved in carrying out any necessary tests or eligibility procedures.

Failure to pay these costs will result in exclusion from any further championship meetings by Super One.

It is the competitor's responsibility to cover the costs of any rebuilds, damage or work to be carried out after scrutineering checks.

3.7. **TRANSPONDERS & RADIO COMMUNICATIONS**. All karts must be fitted with a TAG Heuer / Chronelec LS transponder provided by the driver/entrant. The transponder must be fitted to the back of the seat, vertical with the R clip to the top, at a height from the ground at 25cm + or – 5cm to any part of the transponder.

It is the responsibility of the competitor to ensure that the transponder is working correctly, chassis parts or bodywork does not obscure the signal and the battery is sufficiently charged.

These transponders will be used for lap scoring and must be in place and working for all official practice and all races (1.8.3 applies). It is the responsibility of the competitor to ensure the transponder is working and fitted before Time Qualifying (TQ).

Transponders not fitted or not working will result in the competitor not being lap scored, and no finishing position given. Note if vertical fitting is not possible as prescribed it may be fitted on the rear of the seat and must be in a vertical position.

No radio communication is permitted to or from the kart or driver unless under the control of the organiser, except for satellite positioning systems for datalogging purposes.

The lap scoring and timing areas are out of bounds to all except signed on officials.

Transponders may be hired from Super One Series at a cost of £25 per weekend, hired transponder must be returned after the competitors last race of the weekend. The competitor will be held responsible for any loss or damage and replacement costs will have to be paid for by the competitor at a cost of £225 +VAT.

3.8. **RACEWEAR**. At all times whilst on track drivers must wear race suits, helmets, boots that cover the ankles and suitable gloves. All race clothing should be designed and suitable for competition use in good condition. It is individuals (or parent or guardian's if under 18) responsibility to ensure the correct safety equipment is used and fitted correctly.

Helmets will be full face and should comply with one or more of the following.

FIA 8860-2004, FIA 8859
SNELL SA2005, Snell SA2010, Snell SAH2010, Snell SA2015
SFI Foundation 31.1A, 31.2A
BS6658 Type A/FR
ECE22.05 ACU Gold Sticker approved
SNELL- K98, K2005, K2010, K2015
SNELL – FIA CMR2007^
SNELL – FIA CMR2016^
SNELL – FIA CMS2007^
SNELL – FIA CMS2016^
^Mandatory for all under 15 years of age

Competitors should note that the expiry dates of crash helmets may be observed.

Race suits must have CIK homologation and be either Level 1 or Level 2 marked on the collar.

It is the responsibility of individuals to wear adequate Ear protection.

4. **JUDICIAL PROCEDURES** will be as detailed in Appendix 1

4.1.1. **ROUNDS**: In accordance the summary of mandatory penalties as appended to these regulations as Appendix 2.

4.1.2. **CHAMPIONSHIP:** In accordance the summary of mandatory penalties as appended to these regulations as Appendix 2.

4.1.3. By registering for the championship or competing as a guest all competitors, and their associates, commit to the Super One Series Code of Conduct (Appendix 4) and regulations published from time to time.

4.1.4

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

5. CHAMPIONSHIP AND ROUND PENALTIES

5.1. INFRINGEMENT OF TECHNICAL REGULATIONS

5.1.1. The minimum action resulting from infringement of technical regulations arising from post race scrutineering or Judicial Action will be exclusion from the race or timed qualifying session, and the maximum action will be exclusion from the meeting. This shall not apply in the case of drivers being underweight**.** The penalty for this infringement, shall be exclusion from the race, with the exception that in the Repecharge the driver will still receive 9 points, and in either Final the driver will still receive 28 points both being the equivalent points to last position of a full grid.

5.1.1.1 At the end of any race, in the case of a technical infringement arising from post race scrutineering due to an incident during a race, such as an Air box, exhaust etc. loose or falling off, which if seen during the race would normally have resulted in the competitor being given the mechanical failure flag, or where the driver is given the flag too late for them to leave the circuit before the end of the race, the competitor will be placed in a position in the results behind the last driver completing the race. If more than one driver is affected they will be recorded in the order that they started the race; i.e. the highest on the starting grid will get the first place behind the finishing drivers.

5.1.1.2. For clutched classes a Uni Logger system may be fitted if requested by the Chief Scrutineer at any time and must be fitted in the correct manner.

From the information gathered from the Uni Logger any anomalies or non-permitted settings will be reported to the Technical Commissioner or eligibility scrutineer. After the evidence has been seen he may issue a non-compliance document that will then be passed to the Race Director.

The Race Director will hold a hearing into the matter. If the clutch is shown not to comply with the regulations then the minimum penalty will be exclusion from the Timed Qualifying, heat or Final.

5.1.2. Infringement of non-technical regulations and the Sporting regulations issued herewith and individual SR's, or penalties as shown in these regulations as per Appendix 2.

5.1.3. If a competitor can demonstrate that they have established an undisputable position within the championship before the last round (i.e. a position unaffected by the results of the final round) then the following will apply to that competitor only at the final round:

a) Championship Regulation 1.7.3 will not apply
b) A competitor may still be excluded from the meeting for technical or non technical offences, but may count it as their dropped round.

COMMERCIAL SECTION: COMPETITOR'S & TEAM OBLIGATIONS

6. Competitors may be required to carry Championship sponsors' badges, which will be supplied, on their race suit

6.1 Competitors will be required to display Championship sponsors' stickers, which will be provided, on their karts, helmets and visors.

6.2 Competitors must only use the officially approved Super One Numbers on their karts. Numbers must be displayed on all 4 sides of the kart whilst on circuit.

6.3 Competitors and their team support personnel must at all times present themselves in a professional and polite manner and be attired smartly. The decision of the organiser as to the definition of smart clothing is final. Vulgar or abusive language will not be tolerated.

6.4 Competitors may be required to remove decals/stickers etc, which conflict with the series sponsors.

6.5 All competitors must participate in a Championship Drivers' Parade at each meeting. The exact time will be in the race program.

6.6 Competitors may be required to take part in further Championship promotional activities at the rounds or the prize giving.

6.7 Competitors may be required to carry an onboard camera on their kart on behalf of the TV production company at any time during the meeting

6.8 Failure to comply with any section in 6.00. will be reported to the Race Director and could result in immediate exclusion from any of the meetings, and/or forfeiture of a prize or award.

6.9 COMPETITORS should note that at some circuits' caravans and motor homes might be placed in a separate area and NOT allowed in the pits. Pit space is limited and competitors must park in a sensible and orderly fashion or where instructed by the circuit or officials.

6.10 A single competitor MUST be able to fit their vehicle, awning etc within the confines of 48 sq metres, (8 x 6). BE WARNED IF YOU EXCEED THIS FIGURE YOU MAY WELL BE REFUSED ENTRY TO THE CIRCUIT, irrespective of the fact that you have an entry to the meeting.
Pit Spaces may be booked in advance through the Super One Series, unless otherwise advised.

It is the responsibility of teams and competitors to ensure that awnings and gazebos are installed adequately, safely and completely. Teams or competitors must not drill into any part of the facility without prior permission. Anyone found to have done so may receive a fine.

If requested to move by a circuit official/owner or a Super One Official competitors will do so. Failure to move on request may result in exclusion from the meeting.

Competitors are not able to enter the circuit before 9.00am on the Thursday prior to the meeting, unless prior agreement with the organisers.

6.11 If requested recordings from the onboard camera must be made available to the organisers for judicial purposes and the television producer for their use as follows. All footage is copyright of the Super One Series and may not be used for any commercial purpose without written permission from the promoter. By countersigning as entrants of minors they agree that they have no objection to still or moving images being taken of the driver or team personnel undertaking their sporting activities. By entering the series the Driver and Entrant/Driver understands that the series is filmed for television broadcast, distribution on DVD and by other forms of electronic media exposure, including internet streaming and by still images. The Super One Series, Producers and authorised photographers retain copyright over any and all images gathered, which may be used by the series and other media companies at any time in the future. By entering the series, you agree to make your driver/yourself available for interviews and other media purposes as requested by the film crew from time to time. The Producer/Editor and Super One retains the right to use the images gathered of anybody in the Super One paddock within the final edited programme, in any way that the Editor decides has merit and in order to support a programme feature, racing incident or storyline. By entering you agree not to withhold any rights to such use at any time before filming, or after any filming/editing has taken place.

6.12 FIRE EXTINGUISHERS: All drivers must have present at race meetings a fire extinguisher to current BS EN 3 or EN3 standard with a minimum 55B rating. Officials 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 extinguishant is not specified, but Halon is no longer legal in the UK). 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 Health and Safety at Work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance(s) of the awning.

All MightE Electric drivers must have a suitable fire blanket.

6.13 DUMMY GRID, PARC FERME AND CIRCUIT: Smoking is not permitted on the dummy grid, parc ferme, scrutineering, weighing or engine starting areas or on the track. This ban includes use of 'vaping' or electronic cigarettes.
No one is to enter the circuit without permission from an official and must be signed on and wear a high visibility vest. It is individuals (everyone expect drivers in the specified race) responsibility to ensure they are wearing a high visibility vest when on the track.

6.14 KART AND ENGINE DATA AND SET UP
Super One own the rights to any Kart and Engine set up data i.e. Sprocket sizes, tyre pressures.

6.15 TYRES AND FUEL
Any tyres or fuel cans left on site will be charged at £10 per item (per tyre or per can).

6.16 STARTING ENGINES
Engines may only be test started in the official engine starting area, and then only for 5s maximum and only with the express permission of an official (no blanket permission), and must not be started in the paddock area. Karts must not be lifted at the rear with the engine running e.g. for the purpose of revving the engine or warming tyres. Any karts being lifted at the rear for engine warming may be removed and will forfeit their session. Super One reserves the right to fine any driver for first transgression at £50, second may be exclusion from the meeting. Engines may be started on the dummy grid preparatory to going on circuit.

6.17 Children under 7 years old must be accompanied at all times.

6.18 Animals must be kept on a leash at all times.

6.19 It is forbidden to use motorised vehicles (except authorised by the Organizer) such as mini- motorcycles, scooters etc., in the Paddock Area.
Maximum speed of any vehicles driven in the paddock areas is 5mph.

Comer C50 & IAME M1 Kart Regulations 2026

7.1 The Comer C50 & IAME M1 classes are the entry level class of Kart Racing meaning drivers can compete from 5 years old (must be in year of 6th birthday) these rules and regulations should help you understand the Comer C50 & IAME M1 classes. Full class, chassis and engine regulations for all Super One classes below.

AGE: it is your own (or your parent or guardians) responsibility to ensure you are within age for your class before registering with Super One.

Comer C50: Year of 6th – 8 (not turned 9)

IAME M1: Year of 6th – 8 (not turned 9)

Age Guidelines, unless authorised by Super One.

7.2 **Chassis**
All Chassis' must be recognized and registered with the UK class homologation. Chassis' may be fitted with a barcode sticker in scrutineering for identification purposes. Only one chassis is permitted for use per round, unless express permission is granted by scrutineering due to damage beyond repair.

7.3 **Additional requirements:**

7.3.1 **Bodywork:** As registered with the chassis, full width rear bumpers mandatory. Plastic alternative may be used if registered with chassis. Rear Bumpers must not be wider than overall wheel width. Full size rear number boards only to be used (no cut down plates) unless plastic rear bumper is registered and fitted to chassis where a stick on type number can be applied to the rear bumper.
It is permitted for a cadet style flat fronted nose cone to be fitted to the chassis, providing the part is specific to manufacturers usual registered bodywork, e.g KG with KG, OTK with OTK etc. The nose cone must not pertrude past the front wheels. The nose cone must be securely fastened using the specified clips/fasteners. The use of a drop down block is not permitted.

7.3.2 **Brakes:** As registered with chassis, Steel discs non vented only (can be crossed drilled and grooved). Secondary brake cables now mandatory on all chassis'. If the disc sits below the chassis rail a disc protector must be fitted.

7.3.3 **Steering:** Stub axles: no modification whatsoever permitted, Wheel: free. All columns to be fitted with a security ring located below the top column mount and secured with a minimum of two locked grub screws. Caster/Camber adjustment is permitted to the front axle by the addition of top pills in the IAME class and NOT PERMITTED in Comer C50.

7.3.4 **Axle:** As registered with the chassis. 25mm magnetic steel. Must have circlips fitted on both ends. Axle to be fitted with two bearings containing steel ball races. Ceramic or exotic material bearing faces are strictly prohibited. Bearings to be tightened to axle, multipoint locating grub screws. Quick release bearing carriers prohibited. 5mm and 3mm Hollow axles are permitted but only if homologated with chassis.

7.3.5 **Gearing:**
Comer C50 only permitted to run 10t front sprocket and 80t rear sprocket at all times. No teeth to be removed from the sprockets and standard 219 pitch sprockets only, no 0.5 tooth sprockets permitted.

IAME M1 gearing as per below table only: No teeth to be removed from the sprockets and standard 219 pitch sprockets only, no 0.5 tooth sprockets permitted.

Circuit	IAME M1 using 11t clutch drum	IAME M1 using 10t clutch drum
GYG	11- 77/78/79 ONLY	10- 72/73/74 ONLY
Rowrah	NO 11T Option	10- 78/79/80 ONLY
Clay Pigeon	NO 11T Option	10- 74/75/76 ONLY
Fulbeck	11- 78/79/80 ONLY	10- 73/74/75 ONLY
Whilton Mill	11- 79/80/81 ONLY	10- 74/75/76 ONLY
Shenington	11- 77/78/79 ONLY	10- 72/73/74 ONLY

Super One 2026 IAME M1 gearing chart

IAME M1s to run gearing stated on chart ONLY, rear sprocket must match from clutch drum as stated above.

7.3.6 **Dimensions:** The rear bumper must not exceed the overall width measured to the outside edge of the rear tyres, and the side pods may not be located outside the plane that passes through the outer edge of the rear tyres.

The maximum overall width at the rear is 1100mm.

7.3.7 **Chain/Sprocket Guard:** One piece chain with sprockets of 219 pitch only. A fully enclosed chain guard, of a type manufactured by Tillett or similar.

7.3.8 **Wheels:** Fronts: Aluminium, single point mounting direct to stub axle. 3 point fixing front hubs permitted.

Offset: Open.

Rears: Aluminium, 3 point fixing to standard short hub. No double bolt rear hubs Offset: Standard. Wheels sizes are: Free

7.3.9 **Tyres:**
Comer C50 (Filled with standard air only)
Le-Cont all weather MSA04 tyre Controlled and purchased through the Super One series official supplier 1 set to be purchased ahead of Round 1 and then 1 additional set can be purchased at any point during the series (tyres need to be ordered at least 2 weeks before a race weekend). A maximum of 2 sets can be used within the season. 2 sets of tyres can be stored within the parc ferme area and the competitor can use the set of their choice. Tyres must be stored in the parc ferme tyre bay to be used that weekend. Tyres must be sealed in Super One bags to be used within the series.

At the end of the meeting, you must seal your race tyres in a Super One bag, you will then take the sealed bag with you.

At the next meeting if you return the sealed bag to the parc ferme without it having been tampered with in any way, and if the scrutineer or tyre official is happy that the bag has not been opened or tampered with in any way, you may use the same set of wets tyres at that meeting.

If the scrutineer feels the bag has been tampered with, then this set of tyres will be withdrawn from the championship and you may not be given a replacement set if you have used your allocated maximum 2 sets. This system will continue for the next meeting etc.

The use of tyre warmers and softener is prohibited.

Removal of Debris or tyre cleaning with a hot air gun or rasp is Strictly Prohibited.

IAME M1 class
(Filled with standard air only)
Heidenau T-Race UK Green Slick tyre Controlled and purchased through the Super One series official supplier 1 set to be purchased ahead of weekends 1&3&5 (rounds 1&5&9).

Heidenau WH1 UK wet tyre Controlled and Purchased through the Super One series official supplier. (Set 1 to be purchased ahead of round 1, a reserve set may be purchased, see 3.2.5)

At the end of the meeting, you must seal your race tyres in a Super One bag, you will then take the sealed bag with you.

At the next meeting if you return the sealed bag to the parc ferme without it having been tampered with in any way, and if the scrutineer or tyre official is happy that the bag has not been opened or tampered with in any way, you may use the same set of wets tyres at that meeting.

If the scrutineer feels the bag has been tampered with, then this set of tyres will be withdrawn from the championship and you may not be given a replacement set if you have used your allocated sets. This system will continue for the next meeting etc.

The use of tyre warmers and softener is prohibited.

Removal of Debris or tyre cleaning with a hot air gun or rasp is Strictly Prohibited.

7.3.10 **Floor tray:** Aluminium, original manufacturer component fitted using manufacturer approved fitting kit and to be tight at all times. After market professionally manufactured aluminum floor trays allowed, NO Carbon or plastic trays permitted.

7.3.11 **Seat:** Free: Must be free of holes in a position so as to weaken the mounting. Fitted with a Tillet or similar fitting kit one large washer per hole minimum, to ensure load spread.

Seat must be tightly secured at all times.

7.3.12 **Weight:** Minimum 71kg post race including the driver and mandatory safety equipment (C50). Minimum 78kg post race including the driver and mandatory safety equipment (IAME).

7.3.13 **Number plates:** Numbers to be displayed on all four sides of the kart **Black on Orange background (C50), Black on Green background (IAME)** to an agreed font/pattern, specified by Super One if using own graphics. Alternatively, official race series numbers can be purchased from Super One in the approved format. Full size number plates on rear to be fitted, no cut down plates.

7.3.14 **Materials:**
Kart and components to be of material 'as left the factory' or similar, the use of aftermarket components such as rear hubs, carriers, track rods are permitted as long as are of manufacturers specification.

Modification to chassis in any way by the addition of welded components not on the original approval is not permitted.

Additional seat stays and supports are not permitted.

7.3.15 **Other:** The addition of pedal extensions, heal cups or a Super One approved pedal box is permitted subject to secure fitment and scrutineering deeming it fit for purpose.

7.4 **ENGINE:**

The following are requirements/ modifications to the fiche that must be implemented to run in Super One for 2026.

7.4.1 IAME M1 engine usage regulations:

Exchanging/sharing of engines amongst competitors is not permitted.
Only 2 engines can be signed on and used for a weekend.

7.4.2 **IAME M1 engine specification:**

The Engine/Carburetor must be operated in its unadulterated form and at all times, conform to the John Mills Engineering fiche and Super One updates.

Carburetor venturi size 10.30mm maximum.

M1 main bearing ORS 6204 TN1 C4 and SKF 6204 TN9/C4 only permitted

7.4.3 Deleted.

7.4.4 **Squish:** 2mm minimum

Base gasket and shim combinations can be used to achieve the desired squish but a combination of no more than three gaskets and 4 metal shims are permitted. Squish is measured using 3.175mm solder or as supplied by scrutineering. Squish minimum is 2.00mm.

7.4.5 **Spark Plugs: Only NGK BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX permitted.**

These must carry the original factory washer, unless using an under plug temperature lead of the same thickness, in which case in may be discarded. The scrutineer will have the final say on what under plug temp leads are permitted or not. A minimum thickness of 0.7 mm for washer or sensor and a maximum 18.5mm combined measurement of plug and washer is required.

7.4.6 **Exhaust system:** System and joints to be leak free in its entirety. Signs of leakage around the

restrictor/fixing area will be deemed a performance enhancement, it is the competitor's responsibility to ensure exhaust bolts are tight at all times. Only 1 exhaust gasket front and back of restrictor is permitted.

Exhaust restrictor is to be no more than 13.50mm MAX and must be of genuine IAME specification, Super One reserves the right to provide Pooled restrictors at any event they feel necessary. If a pooled restrictor is issued this CANNOT be modified in anyway shape or form, the cleaning or tampering with pooled restrictors is prohibited (see penalties)

7.4.7 **Clutch:** The internal components and running surfaces both the clutch and drum must remain dry and free of grease or lubricant and any additional substance. It is advised to run the standard rubber O ring washer behind the clutch drum although not essential, care should be taken at all times to ensure the clutch bearing is not being over lubricated to ensure running surfaces remain dry and free of ANY substance at all times.

7.4.8 **Fuel system:** One inline fuel filter is permitted of a sealed renewable type or plastic Tillotson two-piece reusable filter.

7.4.9 **Oil:** Any oil from the CIK homologation list including the use of Morris Lubricants C30/40 and Shell M. Choice of oil must be specified on your scrutineering submission (Recommended mix 3% or refer to engine builder).

7.4.10 **Data:** The collection of engine data is permitted through means of a mychron/alfano or similar, an under plug engine temp probe is allowed in all classes but exhaust temp or EGT/CHT is NOT permitted. Minimum thickness for temp probe washer under plug is 0.7mm unless confirmed by the Scrutineer.

7.4.11 **Wet weather running:** It is permissible when racing /operating in wet or open meeting conditions only, 'declared wet or open' for a Super One approved wet box to be fitted. This is the only form of wet box permitted and must be installed as per instruction in a way as to prevent water ingestion to the engine and not limit air flow and cooling to the engine. Further to the approved wet box a flat plastic plate may be applied to the two chassis rails directly under the carburetor on the top of the chassis rails ONLY and must not be greater than 22cm x 22cm x 0.5cm. The plate must be secured with a minimum of 3 cable ties. The plate can be ran on its own or with the wet box but only in wet or Open meeting conditions , in dry conditions, both must be removed.

7.4.12 **Replacement parts:** Any replacement parts required in the service and or repair of the engine must be original manufacturer components or IAME UK approved. No pattern or other components accepted.

7.4.13 **Cleaning of components:** Cleaning of exhaust restrictor should be carried out following the recommended cleaning instructions of IAME UK.

All components should be cleaned using standard processes and non- abrasive cleaning products so as not to alter the factory finish.

The cleaning of Super One controlled exhaust restrictors is prohibited.

7.4.14 **Stock Class:** This, as all Super One classes, is intended as a close competition, driver experience and learning step on the ladder to future motorsport.

Any modification to engine and carburetor beyond the scope of the IAME UK fiche or this document is forbidden. Strictly no modifications, adding or removing material, tuning, porting, polishing, surface coating, painting, skimming, trimming, grinding or shielding for whatever purpose is permitted

7.4.15 **Comer C50 / C50G engine specification:**

Only Tagged Zipkart regulation UK Comer C50 / C50G engines permitted.

C50G Engines identified by green seals cannot be fitted with C50 specification cylinder, piston, crankshaft or exhaust.

Carburetor jetting is open

Spark plug – the only spark plugs permitted are shown below. They must be unmodified and as supplied by the manufacture, with sealing washer in place unless a temperature sensor is fitted, the minimum thickness for the temperature sensor is 1.4mm. The spark plug sealing washer must also have a minimum thickness of 1.4mm.

Permitted spark plugs: Bosch WS5F*, Bosch WSR7F and Champion RCJ7Y.

*Bosch WS5F spark plugs with the green banding and lettering on porcelain casing of the spark plug are not permitted.

Engines must conform to the fiche document laid out by the class owner or Zipkart at all times. Controlled/pooled inlet restrictors or manifolds, may be supplied by the Super One. Restrictors must conform to the class engine homologation drawing. No modifications are permitted, no additional material may be removed or added.

One standard specification air foam is to be present at all times and must be kept clean and dry, used in its intended form. No holes or tears visible. The metal clip that holds the air box onto the carb must always be present. The air filter box must be in it's original state and force all air to enter the carburetor via the airbox element, the filter box may be deemed non-compliant should air be able to enter the carburetor without passing through the filter element.

In the event of a wet race, filter elements may be replaced for every heat with a dry sponge, sponges must be complete, fully intact with no rips or tears visible, foam filters must also be used in their intended form and not folded. The approved Zipkart wet box may be ran if the meeting is declared wet or open, in addition to the wet box a plastic number board/plate may be used on the top of the chassis rails only secured with a minimum of 3 cable ties and be no bigger than 22x22x1.5cm, this can be ran on its own or with the wet box but only in wet or open meeting conditions.

7.4.16 **Clutch:** C50 approved spring or solid one-piece clutch approved by Zipkart is permitted.

7.4.17 **Comer C50 engine usage regulations:**

Exchanging/sharing of engines amongst competitors is not permitted.

Only 2 engines can be signed on and used for a weekend.

7.4.18 Warming of engines:
It is strictly forbidden to raise the temperature of your engine by using tape/rags or any other methods as to reduce the airflow to an air-cooled engine with the intention or potential consequence of raising it's operating temperature at a faster rate than the manufacturer intended.

Honda Cadet GX200 Kart Regulations

8.1 Only Approved registered chassis' are permitted of 900mm & 950mm wheel base. No home made chassis' permitted.

8.2 **Age:** Drivers competing in the Honda cadet class should be aged between 7-12 years (year of 8th birthday – end of year of 12th birthday).

8.2 **Additional requirements:**

8.2.1 **Bodywork:** As registered with the chassis, full width rear bumpers mandatory.
Plastic alternative may be used if homologated for use with that chassis.

8.2.2 **Brakes:** As registered with chassis. Steel discs non vented on 900mm chassis but vented permitted if registered on 950mm chassis (can be crossed drilled and grooved).

8.2.3 **Steering:** Stub axles: as homologated with chassis. No modification whatsoever permitted.

Wheel: free. If mounting data acquisition equipment must be mounted in line with the dish of the wheel.

All columns to be fitted with a security ring located below the top column mount and secured with a minimum of two locked grub screws.

Caster/Camber adjustment is permitted to the front axle by the addition of top pills only on 900mm chassis and full top and bottom on 950mm chassis.

8.2.4 **Axle:** As registered with the chassis.
900mm chassis 25mm magnetic steel. Must have circlips fitted on both ends.
950mm chassis 30mm magnetic steel. Hubs cannot protrude the axle ends

Hubs, as homologated with the axle and chassis.

Axle to be fitted with two bearings containing steel ball race. Ceramic or exotic material bearing faces are strictly prohibited.

Bearings to be located to axle, multipoint locating grub screws.

Quick release bearing carriers prohibited.

Hollow axle permitted if registered with 2020 homologated chassis.

8.2.5 **Dimensions:** The rear bumper must not exceed the overall width measured to the outside edge of the rear tyres, and the side pods may not be located outside the plane that passes through the outer edge of the rear tyre.

The maximum overall width at the rear is 1125mm.

8.2.6 **Chain/Sprocket Guard:** One piece chain with sprockets of 219 pitch only. A fully enclosed chain guard, of a type manufactured by Tillett or similar

8.2.7 **Gearing:** Rear sprocket choice is open, only 20T Standard MAGNUM front sprocket/clutch is permitted.

8.2.8 **Wheels:**
Magnesium wheels are prohibited.

8.2.9 **Tyres: (Filled with standard air only)**

Vega Cadetti UK Slicks tyre controlled & purchased from Super One official series supplier.

Set 1 to be purchased before round one then a further sets of slicks to be purchased ahead of weekend 3 &5 (rounds 5&9).

At the end of the meeting, you must seal your race tyres in a Super One bag, you will then take the sealed bag with you.

At the next meeting if you return the sealed bag to the parc ferme without it having been tampered with in any way, and if the scrutineer or tyre official is happy that the bag has not been opened or tampered with in any way, you may use the same set of wets tyres at that meeting.

If the scrutineer feels the bag has been tampered with, then this set of tyres will be withdrawn from the championship and you may not be given a replacement set if you have used your allocated sets. This system will continue for the next meeting etc.

Vega WM1 UK Wets tyre controlled & purchased from Super One official series supplier.

1 set to be purchased ahead of round one. A reserve set can be purchased (see 3.2.5).

The use of tyre warmers and softener is prohibited.

8.2.10 Removed

8.2.11 **Seat:** Must be free of holes in a position so as to weaken the mounting. Fitted with a Tillet or similar fitting kit one large washer per hole minimum, to ensure load spread.

Seat must be tightly secured at all times.

8.2.12 **Weight:** Minimum 107kg including the driver and mandatory safety equipment.

8.2.13 **Number plates:** Numbers to be displayed on all four sides of the kart **Red on Yellow background** to an agreed font/pattern, specified by Super One if using own graphics. Alternatively, numbers can be purchased from Super One in the approved format. Full sizes number plates only, no cut downs.

8.2.14 **Materials:** Kart and components to be of material ‘as left the factory’

Modification to chassis in any way by the addition of welded components not on the original approval is not permitted.

The following materials are specifically prohibited anywhere on the kart: Kevlar, carbon fibre (except for chain guards and floor tray), ceramic, magnesium and titanium.

Additional seat stays and supports are not permitted.

8.2.15 **Other:**

The addition of pedal extensions, heal cups or a Super One approved pedal box is permitted subject to secure fitment and scrutineering deeming it fit for purpose.

Modification to tubing, seat stays, yokes and all mounting points is strictly prohibited.

8.3 **Super One Honda Cadet 200 engine specification:**

8.3.1 Sealed red or blue GX200 Engine.

Appendix 1: SUMMARY OF JUDICIAL PROCEDURES

1 Protests and Appeals – On Track

The Race Director's decision is final.

The Race Director may impose a penalty as per Appendix 2.

No appeals are allowed.

The Race Director may request the attendance of one or more competitors to a judicial hearing. Following representations from competitors the Race Director's decision is final and may not be appealed.

A competitor may lodge a protest against another competitor's on-track conduct within 30 minutes of the results being issued at a cost of £100, made out to Super One Series. The fee is non-refundable. A single Protest against multiple competitors is not permitted.

2 No appeals are permitted for technical eligibility penalties issued by the Race Director.

All entrants have the right to protest another driver's engine or kart which Protest must be in writing accompanied by a £500 deposit (no cheques are accepted for this purpose) and state the detailed reasons for bringing the Protest.

The engine, kart or component will be checked by the series Scrutineer. If the item cannot be checked at the meeting it will be sealed and sent for examination. All costs and cost of carriage will be chargeable, if the item is proved to be ineligible the driver must pay, otherwise the protester.

The organisers reserve the right to have an engine or item from the kart sealed and sent for further examination. If found ineligible the driver must pay all costs, otherwise these will be borne by the Super One Series.

Appendix 2: 2026 Super One Series Penalties

The penalties are as shown below. These are mandatory penalties. Penalty decisions are at the discretion of the Race Director and the decision is final.

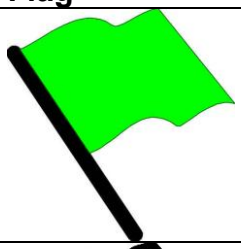
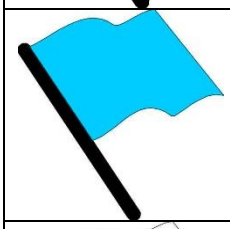
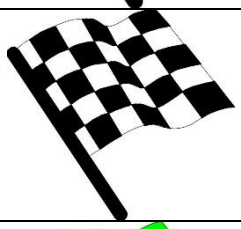
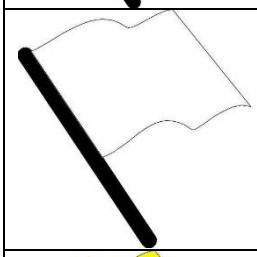
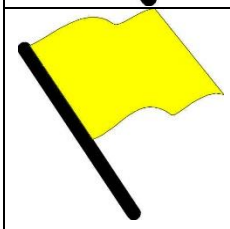
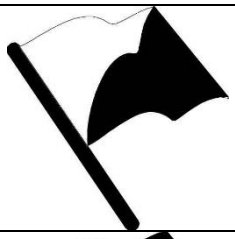
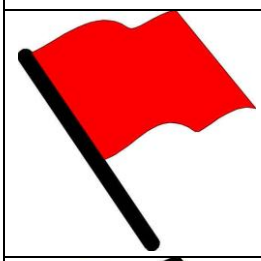
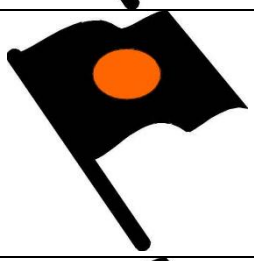
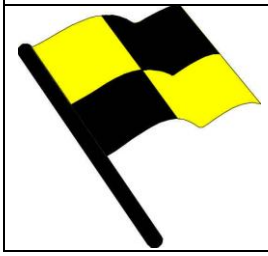
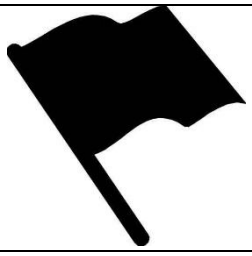
PLEASE NOTE: Time, place or lap penalties and also the reason any such penalty is imposed are not appealable. Points will be awarded to minimum last place.

Penalty Number	INFRINGEMENT / DESCRIPTION	PENALTY
1	Gaining an Unfair Advantage	Minimum of 5 place or 1 lap Penalty (TQ - Deletion of fastest lap)
2	Causing a collision	Minimum of 5 place or 1 lap Penalty (TQ - Deletion of fastest lap)
3	Unfair contact / Racing Penalty	Minimum of 5 place or 1 lap Penalty (TQ - Deletion of fastest lap)
4	Driving in a manner deemed incompatible with general safety	5 place, 1 lap Penalty or Race Disqualification
5	Driving in a manner deemed incompatible with general safety - **Aggravated Contact**	Race Disqualification
6	Contravention of flag signal during time qualifying - ¼ Black/Yellow / Yellow	Deletion of fastest lap
7	Contravention of flag signal during Race - ¼ Black/Yellow / Yellow	5 Place Penalty
8	Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
9	Contravention of flag signal - Black Flag (ignored more than once)	Race Disqualification
10	Abusive Language, Behaviour or Assault -	Race Disqualification
11	Abusive Language, Behaviour or Assault - **Serious**	Meeting Disqualification
12	Failure to attend Drivers' Briefing	Fine of £50
13	Failure to obey an Official of the Meeting	Race Disqualification
14	Scrutineer Non-Compliance Report, vehicle or component ineligible	Race Disqualification
15	Underweight	Race Disqualification
16	Failure to report to Scrutineering	Race Disqualification
17	Incorrectly positioned front fairing - race	5 place penalty
18	Incorrectly positioned front fairing- timed qualifying	Deletion of fastest time
19	Tampering with a detached front fairing during race / timed qualifying	Race Disqualification
20	Reattaching or repositioning the front fairing after chequered flag	Race Disqualification
21	Jump Start	5 place penalty

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Race Director issuing penalties against other breaches of regulations

Appendix 3: Flag Signals

Competitors must understand the meaning of all flag signals and obey them at all times.

Flag	Message	Flag	Message
	Start – Red Lights out Or in absence of lights:- For a rolling start, karts start at the moment the flag is raised. For a standing start, karts start at the moment the flag is dropped.		All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.
	Stationary: Another competitor is following closely behind and may be lapping you. Waved: Another competitor is trying to overtake to lap you, stay on the racing line.		End of Race, timed qualifying or Practice.
	An ambulance or slow moving kart is on the circuit. The flag will be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector.		False start, slow down and reform the grid. Continue on another rolling lap, stay in formation at the speed set by the pole sitter at the front.
	Stationary: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking. Waved: Great danger, slow down considerably. Be prepared to suddenly change from the projected racing line including stopping if necessary. No overtaking.	**Flag - or coloured panel for the three signals below, with competitor's number**	
	Slippery surface ahead		A warning, to the driver that his behaviour is suspect and that he may be black-flagged on further reports.
	Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.		Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs no later than on the next lap.
	Immediately slow down and form up behind the leader, no overtaking. Continue at a reduced pace, with no overtaking until a green flag is shown at the start finish line. The race leading kart must slow down to a steady pace (as on a rolling start lap).		The driver must stop at his pit within one lap of receiving the signal and report to the Race Director. A penalty of disqualification may be enforced.

Flag signals may be displayed on a digital display at the start line or by Marshall posts

Appendix 4: Super One Series Code of Conduct

a) All participants must abide by the rules and respect race officials and their decisions.

b) All participants (Drivers, Mechanics, Team Members, Officials, spectators) must respect the rights, dignity and value of their fellow participants regardless of gender, sexual orientation, ability, physical appearance, race, skin colour , language, political opinion, family disability, cultural background or religion.

There is absolutely NO TOLERACE for the manifestation of discrimination toward above mentioned.

c) All participants must encourage and take responsibility for their actions at all times.

d) All participants must ensure their equipment is safe and race worthy, prior to taking part in practice or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.

e) It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with practicing and or racing. It should be noted that a basic level of competence is required.

f) It is the participant's responsibility to declare, prior to any participation in practicing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.

g) All participants are required to display courtesy and etiquette to other members and participants in practice and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event within 30 minutes of the incident/session.

h) The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at practice or racing events.

i) When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked in the drivers briefing held before each event.

j) All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.

k) All participants must respect that drugs and alcohol are strictly prohibited at practice and race events. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.

l) Any abusive comments on social media between teams, competitors, officials, organisers, or any person associated with Super One Series, will be held responsible and liable for their actions