

Fulbeck Sprint Series Classes 2026

ALL MINORS SHOULD HAVE THEIR BIRTH CERTIFICATE OR PASSPORT OR MSUK LICENCE TO PROVE AGE.

BAMBINO RULES AS PER BAMBINO KART CLUB

Comer C50 Bambino (With Permission Of Darren Beavers)

1.1 **The Bambino class** is the entry level class of Kart racing meaning drivers can compete from 5.5 years old. These rules and regulations should help you understand the Bambino classes before entering into your first race. Full class, chassis & engine regulations for all the BKC classes mirror those of the UK governing body unless specially stated below, these class regulations regarding engines and chassis should be read thoroughly. If in any doubt an official email with queries should be raised.

Age 6-8yrs. If the driver has attended Rookie and passed to advanced standard the age is reduced to 5.5 years.

1.2 Chassis

All chassis' must be recognised and registered with the UK governing body, no homemade chassis are permitted. Chassis may be fitted with a barcode sticker in scrutineering for identification purposes.

1.3 Added Requirements

1.3.1 **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.

1.3.1.1. Front top loop must be tight but can have rubber washers between chassis mount and loop.

1.3.2 **Brakes:** As registered with chassis, steel discs non vented only (can be cross drilled and grooved).

1.3.3 **Steering:** Stub axles: no modification whatsoever permitted, only standard as manufactured can be used.

Steering 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 NOT PERMITTED on Comer C50.

1.3.4 **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. Solid, 5mm & 3mm hollow axles are permitted but only if registered with chassis.

1.3.5 Gearing: Comer C50 is only permitted to run 10t front sprocket & 80t rear sprocket.

1.3.6 Dimensions: The rear bumper must not exceed the overall width measured to the outside edge of the rear tyres & 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.

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

1.3.8 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.

1.3.9 Tyres: (Filled with standard air only) _ **Comer C50 class** Le-Cont all weather MSA04

The use of tyre warmers and softener is prohibited. Removal of Debris or tyre cleaning with hot air gun or rasp is Strictly Prohibited.

1.3.10 Floor Tray: Aluminium, original manufacturer or professional manufactured aftermarket component may be used fitted using manufacturer approved fitting kit and must always be tight. CARBON FIBRE trays are not permitted.

1.3.11 Seat: Free: Must be free of holes in a position to weaken the mounting. **Must have one large washer min 25mm at each mounting point to ensure the load is spread. Seat must always be tight. Additional seat stays and supports are not permitted.**

1.3.12 Weight: Minimum 71kg post-race including the driver and mandatory safety equipment

1.3.13 Number plates: Numbers to be displayed on all four sides. **Black on Orange back ground.** Full size number plates to be fitted the rear. NO CUT DOWN PLATES.

1.3.14 Materials: Karts and Components to be of material as per factory or similar the use of aftermarket components such as rear hubs carriers, track rods are permitted if to manufacturer's specification.

Carbon fibre, Ceramic, Titanium, Magnesium & Kevlar components are prohibited

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

1.3.15 **Other:** The addition of pedal extensions, heel cups or approved pedal box is permitted subject to scrutineering deeming it is fit for purpose.

ENGINE:

1.4 **The following are requirements/modification to the fiche that must be implemented to run in THE FULBECK SPRINT SERIES FOR 2022.**

1.4.1 General: Only 2 engines are allowed per meeting. These must be recorded on your scrutineering card. Engines and components may be sealed at any point. The use of controlled restrictors supplied by Zip Karts may be implemented once fitted these can be tampered with in any way, the scrutineers may choose to fit special bolts to enable seals to be fitted at any time. Any controlled component must be returned in good condition at the end of the meeting.

1.4.2 Comer C50 engine specification :-

Only Tagged Zip kart regulation UK or GB Comer C50 engines permitted. Engines must always comply with the governing bodies regulations/fiche.

Carburettor jetting is open.

Plugs Champion RCJ7Y, Bosch WS5F, NGK BPMR7A (NO BOSCH GREEN PLUGS PERMITTED) the standard washer must be present and fully intact unless using a under temp probe.

One foam air cleaner of standard specification is to be present at all times and must be kept clean and dry used in its intended form. No holes or tears. The metal clip that holds the air box onto the carb must always be present. In the event of a wet race the sponge may be replaced for every heat/final. The approved Zip kart wet box may run if the meeting is declared wet or open.

1.4.3 **Clutch:** C50 approved spring or solid one-piece clutch approved by Zip Kart is permitted.

1.5 **Comer C50G:** To comply with Euro Environmental Regulations a new specification engine will be available called C50 Green(C50G) identified by a green cylinder and crankcase seals and new parts in the UK homologation fiche. The C50G package of cylinder, piston, crankshaft and exhaust can be fitted to existing C50 engines. All 4 C50G components must be used with the exception that the C50G exhaust may be fitted to the C50 on its own. C50 crankcase must be fitted with a minimum 1.00mm base gasket. C50G crankshaft base gaskets are free. C50G engine identified by green seals cannot be fitted with C50 spec cylinder, piston, crankshaft and exhaust.

1.5.1 **Timing:** C50 & C50G engine must comply to a maximum ignition timing of 4.9mm before top dead centre measured with a DTI gauge. See homologation fiche for measurement alignment point. The fly wheel key can be modified to achieve maximum timing.

CLASS REGULATIONS IAME BAMBINO

2.1; The Bambino class is the entry level class of Kart Racing meaning drivers can compete from five years old, these rules and regulations should help you understand the bambino classes before entering into your first race. Full class, chassis and engine regulations for all the BKC classes mirror those of the UK governing body unless specially stated below. These class regulations regarding engines and chassis should be read thoroughly. If in any doubt an official email with queries must be raised.

2.2: CHASSIS; All chassis must be recognised and registered with the UK governing body, no homemade chassis are permitted. Chassis may be fitted with a barcode sticker in scrutineering for identification purposes.

2.3: Additional requirements

2.3.1 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 a bambino chassis if approved by the BKC on safety grounds providing the part is specific to manufacturers usual registered bodywork, e.g KG with KG, OTK with OTK etc. The nose cone must be securely fastened using the specified clips/fasteners, the use of a drop down block is not permitted.

2.3.2. Brakes: As registered with chassis, steel discs non vented only (can be cross drilled and grooved)

2.3.3: Steering: Stub axles: no modification whatsoever permitted, only standard as manufactured can be used. Steering 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. Castor/camber adjustment is permitted to the front axle by the addition of top shims only.

2.3.4 Axle: As registered with the chassis. 25 mm 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 face are strictly prohibited.

Bearings to be tightened to axle, multipoint locating grub screws. Quick release bearing carriers are prohibited. Solid 5mm & 3mm thick hollow axles are permitted but only if registered with chassis.

2.3.5 Gearing;

Iame gearing as per track regulations, no teeth to be added or removed from sprockets.

FULBECK Iame M1 using 11t clutch drum 11-79/80/81 only.

FULBECK Iame M1 using 10t clutch drum 10-73/74/75 only.

Iame M1 to run gearing stated by club only, rear sprocket must match front clutch drum as stated above.

2.3.6 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.

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

2.3.8 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. Wheel sizes are: free.

2.3.9 Tyres: (Filled with standard air only). Heidenau T-Race Green Slick tyre and Heidenau WH1 Wet tyre. 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 at all times once racing has started.

2.3.10 Floor Tray: Aluminium, original manufacturer component fitted using manufacturer approved fitting kit and to be always tight. After market professionally manufactured aluminium floor trays allowed but NO carbon trays permitted.

2.3.11 Seat: Free: Must be free of holes in a position 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 always secured.

2.3.12 Weight: minimum 78kg postrace including driver and all race gear.

2.3.13 Number Plates: Numbers to be displayed on all four sides of the kart Black on Green background to an agreed font/pattern, numbers can be purchased from the BKC in the approved format. Full size number plates on rear to be fitted, no cut down plates.

2.3.14 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 if are of manufacturers specification.

Carbon Fibre, Ceramic, Titanium, Magnesium and Kevlar components are prohibited. Modification to chassis in any way by the addition of welded components not of the original approval is not permitted. Additional seat stays and supports are not permitted.

2.3.15 Other: The addition of pedal extensions, heel cups or a BLC approved pedal box is permitted subject to secure fitment and scrutineering deeming it fit for purpose. Modification to tubing, seat stay, yokes and all mounting points is strictly prohibited.

2.4 Engine: **Always regularly check the class engine fiche for updates.**

The following are requirements/modifications to the fiche that must be implemented to run in the BKC for 2022

2.4.1 Only 2 engines are allowed per meeting, these must be recorded on your scrutineering card, engines and components may be sealed at any point, the use of controlled restrictors may be implemented and once fitted these cannot be tampered with in any way, the scrutineer may choose to fit special bolts to enable seals to be fitted at any time. Any controlled components given MUST be returned in good condition after the meeting before championship points will be awarded.

2.4.2 Iame M1 BAMBINO ENGINE SPECIFICATION;

The engine carburettor must always operate in its unadulterated form and conform to the JM Engineering fiche and any BKC updates available here.

http://www.IAME.co.uk/wp-content/uploads/2019/03/363_IAME-M1-60cc-PULL-START-rev06.pdf

2.4.3 **Engine numbers and crank:** only engine numbers prefixed S6,T6,V6,Z6 and O6 are permitted. Only crank shafts from batch number E31 forward are permitted.

2.4.4 Squish: 2mm minimum. Base gaskets and shim combinations can be used to achieve the desired squish but a combination of no more than two paper gaskets and three metal shims permitted. Squish is measured using 3.175 mm solder.

2.4.5 **Spark Plugs:** Only NGK BR8EG, BR9EG, & BR10EG are permitted.

These must carry the original factory washer unless using an under-plug temperature lead of the same thickness, in which case it may be discarded. The scrutineer will have the final say on what under-plug temp. leads are permitted or not.

2.4.6 **Exhaust System:** System and joint to be leak free in its entirety. Signs of leakage around the restrictor/fixing area or welds will be deemed a performance enhancement, it is the competitors responsibility to ensure exhaust bolts are always tight. Only one exhaust gasket front and back of the restrictor is permitted. Exhaust restrictor is to be no more than 13.5mm max and must be of genuine stamped and marked Iame specification, the club reserves the right to provide pooled restrictors at any event they feel necessary. If a pooled restrictor is issued this CANNOT be modified in any way shape or form, the cleaning or tampering with pooled restrictors is prohibited and could result in an exclusion from a race or the meeting.

2.4.7 **Clutch:** The internal components and running surface both the clutch and drum must remain dry and free of grease and 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 surface remains dry and free of any substances at all times.

2.4.8 **Fuel System;** One inline fuel filter is permitted of a sealed renewable type or plastic Tillotson two piece reusable filter.

2.4.9 **Oil:** Only silkolene Pro KR2 oil is permitted.

2.4.10 **Data:** The collection of engine data is permitted through means of a mychron/alfano or similar, and under-plug exhaust 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 1.4mm unless confirmed ok by the scrutineer.

2.4.11 **Wet weather running;** it is permissible when racing/operating in wet or open meeting conditions only, declared wet or open for BKC approved wet box to be fitted. This is the only form of wet box permitted and must be installed as per instructions in a way as to prevent water ingestion to the motor 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 2 chassis rails directly under the carburettor only and must not be greater than 22cmx22cmx0.5cm.

2.4.12 **Replacement Parts:** Any replacement parts required in the service and repair of the motor must be original manufacture components or IAME UK approved. No pattern or other components accepted.

2.4.13 **Cleaning of Components;** Cleaning components such as exhaust restrictor must only be done using a nonabrasive cloth as specified by IAME U.K. The cleaning of BKC controlled exhaust restrictor is prohibited.

2.4.14 **Stock Class;** Any modification to engine and carburettor beyond the scope of IAME UK fiche or this document is forbidden. Strictly no modification, adding or removing materials, tuning, porting, polishing, surface coating, painting, skimming, trimming, grinding or shielding for whatever purpose is permitted.

The eligibility scrutineer is Mr Gary Walker.

Bambino MightE

Rules as per Karting Year Book.

Cadets 2025

From January 1st of the year of the 8th birthday to 31st December the year of their 13th birthday. (Subject to the following)

ANY DRIVER SUCCESSFULLY COMPLETING THE ROOKIE RACING COURSE WILL BE ALLOWED TO RACE FROM THE AGE OF 7years 6months BUT WILL BE CLASSED AS A NOVICE FOR THEIR FIRST 3 RACES. Novices E.G. drivers not having raced bambinos or Rookie MUST BE 8 YEARS old.

IAME Water Swift Restricted

Run as per class rules

Min Driver weight 26kg

Min Weight Kart and Driver 100kg

Number plates Yellow with Black Numbers.

Honda

Single Honda GX160/GX200 to class regulations as per ABkC gold book Engine Regulations

16mm RESTRICTOR MUST BE FITTED

Min Driver Weight 27kg

Min Weight Kart and Driver 105kg

Cadets Tyres :- vega Slicks and Wets

Number plates Yellow with Red Numbers.

Micro max

Micro Max will run to the latest JAG specs

Intermediate Classes

The sprint series will initially run all the new intermediate classes but have the rights to amalgamate and will do so until sufficient numbers have been reached to run stand alone. Each class will run to the class rules.

Junior Categories

TKM As per Talko Regulations

AGE 12 or year of the 12th birthday if holding MSUK KART NATIONAL LICENCE (NOT Novice) WITH PERMISSION OF THE ORGANISERS. LICENCE MUST BE PRODUCED

JUNIOR MAX

JUNIORS HOLDING A MOTORSPORT UK KART NATIONAL LICENCE (NOT NOVICE) MAY RACE FROM THEIR 12 BIRTHDAY WITH PERMISSION OF THE ORGANISERS providing they have raced a minimum of 5 races in cadets or an Intermediate Class

Jag engine seal must be fitted and conform to JAG/Rotax fiche.
Up to date log books must be available at times on race days.

Minimum Class weight 145kg Minimum drivers weight 40 KG

Number Plates Red with White Numbers

Old style clutches and air boxes are permitted

The following may be pattern parts Starter, clutch blocks, drums drive sprockets and radiator provided Genuine Rotax mounting points are used. NGK/Nippon Denso equitant are permitted

Carburettors and exhaust must be as per Rotax fiche

Junior Tyres Mojo D2xx slicks Wets Mojo W5

Senior Rotax Max including EVO

Jag engine seal must be fitted and conform to JAG/Rotax fiche.
Up to date log books must be available at times on race days

Minimum Class weight 162kg

Number plates Blue with White Numbers

Old style clutches and air boxes are permitted

Carburettors, power valves and exhaust must be as per Rotax fiche. NGK/Nippon Denso equitant are permitted

Age from 15 or from the year of their 15th Birthday

Providing they have raced a minimum of 5 races in Junior Classes

At the discretion of the Organisers.

Rotax 177 including EVO

Jag engine seal must be fitted and conform to JAG/Rotax fiche.
Up to date log books must be available at times on race days.
Minimum Class weight 177kg

Driver in race trim and carrying no ballast on their person.

MINIMUM Driver weight 80kg

Number plates are Green with White Numbers

Genuine Rotax mounting points must be used.

Carburettors, power valves and exhaust must be as per Rotax fiche. NGK/Nippon Denso equitant are permitted.

Age As Seniors

Tyres D5 slicks W5 Wets

Rotax Masters

As Senior Max

Minimum class weight 170kg

Minimum Driver Age 35 (Proof may be required)

Minimum entry 4

All Senior Tyres

Mojo D5 slicks. Wets Mojo W2 or W5

ALL ROTAX CLASSES

Old style clutches and air boxes are permitted

The following may be pattern parts Starter, clutch blocks, drums drive sprockets and radiator provided Genuine Rotax mounting points are used.

Carburettors and exhaust must be as per Rotax fiche.

IAME X30 CLASSES

PLEASE NOTE THE SECOND SILENCER IS COMPULSORY

None Genuine water pumps and starters will be permitted

Junior X30

AGE JUNIOR AS JUNIOR MAX

As per IAME/JM Racing Regulations

Junior x30 Numbers Yellow Plates Black Numbers

Tyres Komet as per 2025 IAME rules and regs.

Weight Junior X30 148KG Driver minimum 41KG

Senior X30

As per IAME/JM Racing Regulations

Numbers Yellow Plates Black Numbers

Tyres Komet Tyres as per IAME rules and regs

New or old style exhaust New or Old style air box permitted

Weight 162KG

Age from 15 or from the year of their 15th Birthday

Providing they have raced a minimum of 5 races in Junior Classes

At the discretion of the Oganisers.

KZ2 UK MIN AGE 16

As per 125 UK Gold Book

Tyres Le Cont

Open wets

Formula 250 National

As per Gold Book

F100

AS PER CLASS RULES

Senior Open

Covers ALL other karts not eligible for any other specific class including unsealed Rotax engines.

Minimum class weight;-OPEN

Number plate Yellow with Black Numbers

Tyres Slicks open. Wets open

Only 1 set of slicks per meeting

Front brakes hand or foot operated will be permitted

All karts must comply with general scrutineering rules including bodywork.

ANY MODIFICATION TO ACCOMMODATE THE ENGINE OR ANCILARIES MUST BE DONE TO A COMPETANT STANDARD.

Engine Tuning

Engine tuning is allowed including fuel injection

Maximum engine size 250cc

Pump fuel must be used

Eligibility Scrutineer for all classes Mr Gary Walker.

BY REGISTERING FOR THE 2025 FULBECK SPRINT SERIES IT MEANS YOU HAVE READ AND AGREED TO THE ABOVE RULES AND REGULATIONS