ROTAX RMC
ULTIMATE KARTING CHAMPIONSHIP

Rotax MAX Challenge

SPORTING REGULATIONS 2027

PUBLISHED EDITION V1
23.10.2026

RMC UKC
2027 SERIES
Championship Regulations

1. (ANNOUNCEMENT)
ULTIMATE KARTING CHAMPIONSHIP will organise a National permit championship under the RMC title (RMC - UKC) / (ROTAX MAX CHALLENGE - ULTIMATE KARTING CHAMPIONSHIP) for Rotax Micro max, Mini inter, Junior Rotax and Senior Rotax on the below dates and their corresponding venues.

ULTIMATE KARTING CHAMPIONSHIP will organise an Interclub permit championship under the RMC title (RMC - UKC) / (ROTAX MAX CHALLENGE - ULTIMATE KARTING CHAMPIONSHIP) for Rotax 177 & E10 Cadet micro & E10 Cadet mini) under on the below dates and their corresponding venues. All classes will run to the Class Regulations in the current Motorsport UK Karting Yearbook and karts must comply with technical and safety requirements in Ch.18

WINTER TROPHY - WHILTON MILL - 5th March - 7th March

ROUND 1 - WHILTON MILL - 2nd April - 4th April
ROUND 2 - WARDEN LAW - 7th May - 9th May
ROUND 3 - GYG - 4th June - 5th June
ROUND 4 - ROWRAH - 23rd July - 25th July
ROUND 5 & 6 - SILVERSTONE - 20th Aug - 22nd Aug

2. (JURISDICTION)
All championship rounds will be held under the Motorsport UK National Competition Rules (incorporating the provisions of the International Sporting Code of the FIA), and these supplementary regulations

3. (ELIGIBILITY)
Entrants must be fully paid up members of the RMC - Ultimate karting championship and be in possession of a valid Motorsport UK Entrants Licences. Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrant's licence who must sign on as Entrant of that competitor. In the case of a competitor who is run by a Team, the PG licence must be assigned to the Team Principal.

3.1
Micro, Mini, Junior & senior competitors must have a valid Motorsport UK, highest grade of national Kart licence or valid CIK-FIA International Licence, together with their ASN's written consent NCR 6.3.1.6 and FIA ISC Article 2.3.7.b applies)
Rotax 177 & E10 Cadet micro & E10 Cadet mini competitors must have an inter club licence to compete in the championshIp rounds.

3.2
A competitor shall not take time off school to participate in motor sport without the prior written approval of their school. If participation in the Championship requires absence from school, Drivers in full time school education are required to have the approval of their head teacher and a letter stating such approval from Their school in order to fulfil registration for the Championship.

3.3
Where signing on for an Event is online / digital, a copy of the 2027 Competition Licence and Competitor PG Licence (where applicable) must be uploaded to the driver's Alpha Profile. If such image is not uploaded, then the Competitor must sign on in person at the Event and produce the relevant licence(s) prior to participation in the Competition and which includes all Free Practice, Qualifying Practice as well as Races. Competitors must also upload mechanic details onto the Alpha System, along with their licence number if known.

3.4 RACE TEAMS
A Team is a commercial race company or racing team hosting drivers in providing race services or covered accommodation in the Championship and receiving financial gain where the principal is not also the PG Entrant licence holder. This includes the use of team names, team sticker kits and team race suits/clothing:
A Team shall at all times uphold and respect the provisions of the Respect Code, the National Competition Rules and these Championship Regulations as may be amended from time to time and shall;
*Hold a valid Motorsport UK Entrant licence; (which should be produced on demand of a Championship or Event Official)
*Have at least £5 million Public Liability Insurance;
*Uphold the values of the Race with respect Code and all applicable Motorsport UK policies and guidance;
*Act in a professional manner at all times and not act or permit any member of the Team to act in such a manner as to bring motor sport, the Championship or Motorsport UK or any of its officers and officials into disrespect,
*Adhere to the Motorsport UK Safeguarding Policies and guidance documents, complete Safeguarding training when required and ensure that any person undertaking Regulated Activity is the holder of a valid DBS certificate supplied through Motorsport UK;
*Adhere to the National Competition Rules in respect of anti-alcohol and illicit drugs as well as Motorsport UK processes for anti-alcohol and illicit drugs testing;
*Nominate one member of their Team as the Team Representative at each meeting including but not exclusively for the purpose of all judicial proceedings at Events and who shall be present at all judicial proceedings concerning drivers entered under that Team licence in substitution for the driver Parent/Legal Guardian.

It is recommended the Team has:
(a) a designated team member as a 1st 4Sport, Level 2 qualified coach;
(b) a designated UKAD Certified Advisor, and
(c) be responsible for carrying out and documenting a risk assessment of their activities; (risk assessment management tool available)

3.4.1 MECHANICS
All Mechanics will need to be holders of a valid Motorsport UK Mechanics Pass – this is for DBS Check reasons. Mechanics will be required to enter their licences number when entering / signing on

4. (SCRUTINEERING)
Scrutineering will be policed by the event Chief scrutineer, eligibility scrutineer and environmental scrutineer. All of which will be announced and published prior to each round taking place. 100% Physical scrutineering will take place at all events. All PPE checks will take place before the first Practice session at all Events.

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 events after the Saturday events, application must be made to the Chief Scrutineer to change the card.

4.2
All competitors will be given a race scrutineering card digitally or physically. They have sole responsibility to fill in correctly and hand to the scrutineer at pre-race scrutineering.

This card must contain the following 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 card and must be correct. The 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 card is the sole responsibility of the competitor.

4.3
It is the driver entrant's responsibility to present your kart and certify all items on your card have been completed, verified and will be maintained throughout the duration of the event, at all times. These cards will be the only method used to check that each competitor is using at all times the equipment declared and presented by themselves at pre-race scrutineering.

4.4
Should it be found that the chassis, engines or seals do not comply with the above requirements, or that the tyre markings or barcodes, 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 Stewards will hold a hearing and the minimum penalty may be disqualification from that race or timed qualifying session.

4.5
Post Race Scrutineering will take place after qualifying practice, each heat, super heat and Final. All results are deemed provisional until all karts are released by the Chief 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.

4.6
After qualifying practuce, heats 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 Chief 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 themselves that this permission has been given.

4.7
The minimum penalty for any driver or kart leaving this area without permission will be disqualified from the race/qualifying practice.

4.8
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.

4.9
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 Scrutineers right to fully dismantle the engine or components if required.

4.10
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.

4.11
Grid positions for qualifying practice will be determined by ballot/receipt of entry for round 1. Grid position for qualifying practice will be determined by championship standings for the remaining rounds.

QP sessions will determine your grid position for both qualifying heats. Heats must be a minimum of 7 laps / 7 minutes. Finals a minimum of 12 laps or twelve minutes if timed. (Unless shortened for reasons issued by the clerk of the course) Super heat grid position is a combination of your heat results. Super heat results combined with your heats points will determine the starting position for the Super Final.

5. (EVENT START) Pre-event – Unless officially sanctioned by UKC, Practice or use of the Circuit by any registered Championship Competitor in any type of kart including the use of any equipment that is scheduled to be used at the upcoming event is forbidden from the Monday of the week immediately preceding the scheduled meeting until the commencement of permit. Any competitor reported to have done so will be reported to the Stewards of the Meeting and may be disqualified from that meeting and/ or 50 penalty points applied to championship standings.

The event start time will be issued and published prior to each event taking place,
Handicapping Details: NONE
Any competitor not signed on by 9:00 am on the Saturday of each event may be excluded.

6. (OFFICIALS)

Official	**Name**
Secretary of Meeting:	Paul Phelan & Sonia Javed
Chief Clerk of the Course:	Paul Heath
Clerk of the course	Harry Heath / Drew Hornsey
Deputy clerks	Darren McComb / Ash Barker
Chief Scrutineer:	(One of) Keith Ramsbottom & Sue Griffin
Eligibility Scrutineer:	(One of) Gary Walker & Keith Ramsbottom
Series Event Steward(s):	Ken Potter
Event Steward(s):	TBC in the final instructions and SR's per event
Championship steward(s)	Will Tew, Will Anderson, Rae Bullard
Chief Timekeeper:	Gaynor Heath
Safeguarding Officer:	Sonia Javed
Camera Official	Ethan Jones & Darren McComb
Dummy Grid / Parc ferme Official:	Vasco Garcez, Anthony Bott, Cameron Bott, Pierre Charnier

The organisers will be using CCTV / live streaming / cameras at all rounds. The footage may be used by the organisers for judicial purposes.

7. (CHAMPIONSHIP DESCRIPTION)
Karting short circuit event
Includes optional Friday practice for all competitors
QP for all competitors
2 or 3 HEATS for all competitors
1 SUPER HEAT for all competitors
Repecharge (B final for Classes with 34 + drivers) for all competitors outside of the top 30 (Top 4 qualify)
FINAL for the top 34 in each class

Final details for each event will be published to competitors prior to the event taking place.

The following classes will be open for championship registration. Please note minimum grid numbers of 10 will apply for all classes and will be down to the discretion of the organiser if it becomes any lower.

E10 Cadet Micro
E10 Cadet Mini
MICRO MAX
MINI INTER
JUNIOR ROTAX
SENIOR ROTAX
SENIOR ROTAX 177

8. (VEHICLES STARTING POSITION)
Grid positions will be determined by qualifying practice.

9. (PRACTICING REQUIREMENTS)
Practicing WILL be allowed under Motorsport UK permit from Friday morning of the event.

10. (IDENTIFICATION)
Identification numbers / race numbers will be chosen by the competitors and authorised by the organisers. Numbers to correspond with the race entry must be displayed on all 4 sides of the kart whilst on circuit in all practice or qualifying sessions and races. Numbers must always be clear and legible from a reasonable distance as determined by an official.

Racing number for each catergory are:

• E10 Micro spec 11-99
• E10 Mini spec 111-199
• Micro Max 11 to 99
• Mini Inter 111 to 199 (101-110 Seeded)
• Junior Max 211 to 299 (201-210 Seeded)
• Senior Max 311 to 399 (301-310 Seeded)
• Rotax 177 411 to 499 (401-410 Seeded)

11. (PITS AREA)
Pit area will only be accessible to working vehicles and awnings. All none working vehicles and motor homes will be parked in an area designated by the circuit organisers.

12. (JUDGES OF FACT)
TBC on the supplementary regulations issued for each event.

13. (RACING PROCEEDINGS)

QUALIFYING PRACTICE
All classes will be provided up to a 6 minute Qualifying Practice session and each driver must participate in their designated group and will be confirmed in the Final Instructions

The schedule for the Qualifying practice groups will be posted on the official schedule published prior to the event taking place. 1 set of race slicks and race wets are assigned to each driver and this tyre must be used for qualifying practice, all heats and finals.

13.1
Should any driver miss their designated group they will not be permitted to join another and shall be placed at the back of the starting grid for the Heats.

13.2
The results from Qualifying practice will dictate grid positions for the Heats.

13.3
A random draw will decide the grid order for round 1. For the remaining rounds, Qualifying practice grid order will be determined by championship standings.

13.4
A driver may complete as many laps as they wish during this session and all laps will be timed;

13.5
Any driver who fails to complete at least one lap will start at the back of the grid.

13.6
Timing will commence when the green flag is shown. Drivers must leave the grid on display of the green flag and must not impede other competitors. The clerk of the course will select a point on each circuit where drivers will be expected to be up to speed. This will be communicated to all drivers in the briefing.

13.7
As soon as the driver exits the track their session has ended and re-entry to the track is not permitted.

13.8
Any driver considered by a nominated judge of fact, to be blocking another driver will be reported to the stewards of the meeting who may impose a penalty up to disqualification from the session.

13.9
Drivers single fastest time during their Qualifying practice session will be classified as their Qualifying time. Should a driver have their fastest lap(s) cancelled due to a penalty, then the next fastest lap will be their Qualifying time.

Any drivers who fail to set a time irrespective of QP session, will be placed behind all drivers who have set a time in random order. Any drivers who are DSQ from QP will be placed behind drivers with no time set in numerical order.

13.10
If there is more than one session the fastest time achieved in the fastest session (fastest time overall) will be given 1st place

2nd place goes to the fastest in the other session. (2nd fastest session)

3rd place goes to the 2nd fastest in the fastest session

4th place goes to the 2nd fastest time in the other session (2nd fastest session) and so on to determine the combined results order.
For entries above 68 drivers, a 3rd timed qualifying session would be run and the principle outlined above will be followed in combining all groups.

13.11
In the event of a tie in Qualifying practice the driver's 2nd fastest time will be considered and the 2nd fastest time awarded the higher ranking. If still tied then the 3rd fastest time will be considered and so on until a clear order is established.

13.12
Any drivers who do not take part in QP will be placed behind all drivers who have set a time in numerical order, any drivers who are DSQ from QP will be placed behind drivers with no time set in numerical order.

13.13
Any driver failing to complete at least one lap will be placed at the back of the grid and before any driver disqualified from Timed Qualifying.

13.14
Front bumper penalties will result in the drivers fastest time being deleted. Attempting to tamper with or reattach the front fairing being DSQ from Event,

13.15 Single grid class (34 drivers)
Competitors will have 2 or 3 qualifying heat races to determine the starting positions for the Super heats.

The following qualifying points will be assigned according to the results of each heat:

0 for 1st place; 2 for 2nd place; 3 for 3rd place and so on, adding one point for each additional place.

If a driver does not take the start a heat, they will receive a number of qualifying points equal to the number of participants.

If a driver has been black-flagged, they will receive a number of qualifying points equal to their position at the end of the race.

If a driver has been disqualified, they will receive a number of qualifying points equal to the number of participents.

At the end of the heats, all points will be added together to determine the super heats grid position. In case of equal points between two or more drivers, their fastest lap time in qualifying practice will determine the higher placed grid position. All drivers will be eligible for the Super heat stages. Points operate low to high, so 1st place will be the driver with the lowest score.

In the event that the points score and all the qualifying practice times are equal, the higher placed grid position will be awarded to the driver who has achieved a higher placed heat race result. This process also applies for the super final grid If all qualifying times and heat points are equal, the super heat result will determine the higher placed super final grid place.

Double grid class (35+ drivers)
Competitors will have 2 or 3 qualifying heat races to determine the starting positions for the Super heats. Drivers will be split into groups determined by their qualifying position, with each group racing the other.

An example which has been shown below:

68 DRIVERS

1st place in the fastest QP session will be placed intro group A
1st place in the second QP session will be placed into group B
2nd place in the fastest QP session will be placed into group C
2nd place in the second QP session will be placed into group D
and so on to complete the groups.

The groups will then race each other in the below format
A vs B
C vs D
B vs C
A vs D

The following qualifying points will be assigned according to the results of each heat:0 for 1st place; 2 for 2nd place; 3 for 3rd place and so on, adding one point for each additional place. If a driver does not take the start a Heat, they will receive a number of qualifying points equal to the number of participants.

If a driver has been black-flagged, they will receive a number of qualifying points equal to their position at the end of the race.

If a driver has been disqualified, they will receive a number of qualifying points equal to the number of participents,

At the end of the heats, all points will be added together to determine the super heats starting position. In case of equal points between two or more drivers, their fastest lap time in Timed qualifying will determine the higher placed grid position. All drivers will be eligible for the Super heat stages.

All drivers after the qualifying heats are eligible to proceed into SUPER HEATS.

The classified drivers will be distributed as follows.
The first classified driver takes the start into SUPER HEAT A, the second into SUPER HEAT B, the third into SUPER HEAT A, the fourth into SUPER HEAT B, the fifth into SUPER HEAT A, the sixth into SUPER HEAT B, and so on.

For entries above 68 drivers, SUPER HEAT C will be implemented.

13.16 SUPER HEAT
The following qualifying points will be assigned according to the results of each heat:
0 for 1st place; 2 for 2nd place; 3 for 3rd place and so on, adding one point for each additional place.

If a driver does not take the start in a Super heat, they will receive a number of points equal to the number of participants in the Super heat.

If a driver has been black-flagged, they will receive a number of qualifying points equal to their position at the end of the race.

If a driver has been disqualified, they will receive a number of qualifying points equal to the number of participents.

At the end of the SUPER HEATS it will be drawn up as a general ranking, adding up all the points given to every driver in the HEATS & SUPER HEATS combined. In case of equal points between two or more drivers, their fastest lap in the Super heats will be taken into account. The top 34 ranked drivers will progress to the Super final. In the event the fastest lap is equal, then the higher place for the Super Final; grid will be determined by the higher placed finish in the super heat.

13.17 SUPER FINAL
The organisers reserve the right to reduce the number of laps due to time or light. Super Sunday will commence with 3 lap warm-up, moving into Repechage, Super heats and closing the event with the Finals.

13.18 (RACE START)
The Pole position must be on the side of the track that is on the inside of the first corner after the start, or as otherwise defined on the Track Licence subject to (a) below.

(a) The pole position driver may elect to take their grid position to the right or left of the track provided that the Clerk of the Course is notified on the Pole Position Notice form as soon as the driver reaches the “Pre-Grid“. This election will only modify the first row of the grid to the exclusion of the remainder of it.

(b) The Pole Position Notice form must be signed by the Driver and the Entrant responsible for the driver at the event.

All races will be a rolling start. Any driver who loses positions / making up positions on the rolling up / formation lap, can do so up until the final marshal post unless stated otherwise by the clerk of the course in the drivers briefing. Any driver overtaking after this point will be classed as overtaking under yellow flag conditions.

13.19 (ON TRACK INCIDENTS)
INCIDENT MARSHALS, BREAKDOWNS & REPAIRS: Additional incident officials (pushers) will be provided by ULTIMATE KARTING CHAMPIONSHIP. Parents and guardians are not permitted to enter the race track after the race has started. It is not permitted to make or attempt repairs on the circuit. Any person not directed by the Clerk of the Course who enters the track during a race will be subject to judicial penalties in accordance with NCR Chapter 2

14. (DUMMY GRID)
Entry to the dummy grid will be only allowed to Pass Holders/Wrist bands of the class currently preparing to compete. Driver wrist bands and mechanic wrist bands will be issued at the start of the meeting and must be worn at all times to gain access to the dummy grid. Only the Driver and 1 registered mechanic wearing the required pass will be permitted access. It is the driver/mechanic responsibility to be aware of your grid starting position before approaching the dummy grid. This information will be displayed at the UKC awning and online via Alpha Timing.

14.1
Approximately 15 minutes prior to a Heats/Race start the Pre-Race assembly area will open. Karts will be taken into the area with the front bumper removed for inspection. Only the driver and one mechanic who must both show passes to the gate marshal. If the pass is not shown then access will not be granted.

Although it is permitted for mechanics to support more than one driver, it is not permitted for more than one mechanic to work on any one kart. Any mechanic tending to additional karts other than their own driver will be reported to the stewards and the driver may be liable for a time penalty post race.

14.2
Karts may proceed onto the dummy grid (providing it is clear and ready to accept the next grid of competitors) No adjustments except to change tyre pressures (additional air cannot be added) will be allowed on the Dummy Grid. 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 being reported to the stewards.

In the event that the kart fails to start when the green flag is shown and the karts have left the grid, then a driver who does not start can get assistance from a mechanic and would be allowed to change spark plug etc. A driver receiving such assistance may then be allowed to start the race from the back of the grid.

14.3
Competitors are not allowed to make further adjustments once they are within the pre grid area and passed the gate closure. The kart cannot be removed from the grid once the gate has closed. Doing this after the gate closure time will results in DSQ.
Should any adjustment(s) be necessary the kart must again be returned to the service park but only before closure of access to the pre grid. In exceptional circumstances only the Chief Scrutineer may authorise a return to service park after closure of the pre grid and in which case notification and reason will be provided to the Stewards of the Meeting.

14.4 PRE GRID : GATE PROCEDURE

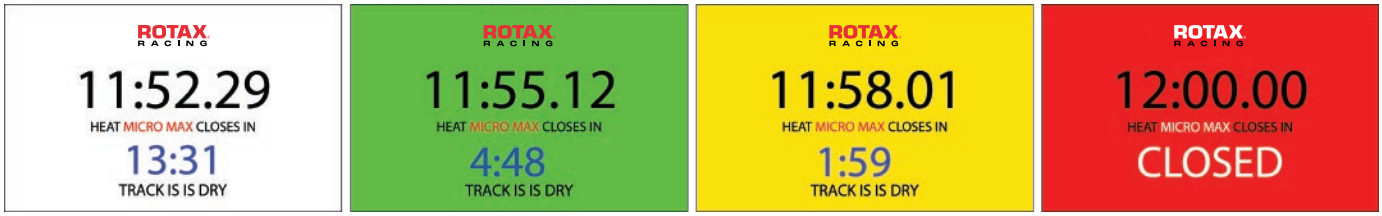
WHITE SCREEN:
Next class on the grid, tyre type in use, current time & time until grid is closed

GREEN SCREEN:
5 minutes before the gate closes a siren will sound to notify there are 5 minutes left.

YELLOW SCREEN:
2 minutes before the gate closes a siren will sound to notify there are 2 minutes left. If the meeting is declared open, your tyre choice must have been made before the 2 minute warning is displayed (Yellow screen & 2 horn sounds). Failure to select tyres by this time will result in refusal of entry into the dummy grid. All karts must in your grid slot by this time.

RED SCREEN:
A siren will sound for 5 seconds to notify the gate closing and the remaining time will be displayed at 0:00. GRID IS NOW CLOSED. Note the gate doesn't need to be physically closed. The gate closing refers to the time .

Any Competitor remaining in the service parc area once the Pre grid has has been closed, will not be permitted to participate in the session.



Late entry to the dummy grid applies to the kart and the driver.
If the kart is in position and the driver is not present at the time of the gate closing, the kart will be moved.

Once a competitor has entered the service parc area to collect parc ferme tyres, they cannot leave this area to return to the paddock. The kart and driver must remain in the Service parc area and proceed to the pre grid when ready and before the gate closing time.

14.5
Any kart that has entered the pre grid and is placed onto the floor has to be kept on the floor and may not be re picked up or rolled to be removed off the grid to make additional changes. Drivers caught re lifting their kart will be sent to the back of the grid and reported to the relevant officials. Once the pre grid gate closes, no one can leave the grid to make changes for any given reason. If a competitor discovers a puncture on the pre grid, they must inform the pre grid official and request to leave the grid and return to the service park under supervision. Tyres cannot be replaced or changed. If the official is happy the kart is safe to race after air is added, the competitor can start the race from the back of the grid. Providing the karts have not left the pre grid.
If instructed by a clerk or scrutineer due to weather permitting reasons, placed karts may be allowed to be re lifted onto trolleys and adjustments made such as tyre changes.

In the case of a change of tyres being required due to weather conditions, any driver who receives help from an external mechanic or multiple mechanics on the dummy grid, will be reported to the stewards and may receive a penalty.

15. (OUTSIDE ASSISTANCE)
Any driver receiving outside assistance on the track, on the formation lap, in parc ferme or scrutineering without the authorisation from an official will be reported to the stewards and may be disqualified from the race.

In the case of a red flag situation, mechanics are not permitted to enter the circuit until the clerk gives authorisation to do so. Any driver who receives help from an external mechanic or multiple mechanics will be reported to the stewards and may receive a penalty.

15.1
Any driver/mechanic impeding another competitor in any part will be reported to the Stewards who will hold a hearing and may impose an appropriate penalty. NCR Ch.18 App.7 Art 1.15
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.

15.2
Any changes to the timetable will be posted on the Official Notice Board and announced over the tannoy and/or via the UKC whatsapp

16. (COMPETITOR OBLIGATIONS)
Competitors are prohibited from participating in any UKC 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 doctors care for physical or mental illness.

Competitors may only be able to participate in the final if they have completed a minimum of 1 heat and the super heat. If you do not compete in a heat race, you must prove the mechanical fault to Scrutineering prior to the race starting or within 10 mins of the race end. If this cannot be proven then you will be given a DSQ .

No competitor, or team member or other related persons shall be allowed within the confines of a UKC event while under the influence of any substances commonly considered to be mind or mood altering. Any person suspected to be under such influence is subject to immediate ejection from the premises. Any licensed competitor or UKC member considered to be under such influence is also subject to an immediate and permanent ban from the organisation. All drivers are responsible for the conduct of their family and friends. The use of alcoholic beverages for a driver, PG or mechanic is prohibited during any UKC event. After the event is declared concluded for the day, track/facility rules and local laws governing the use of alcohol shall apply.

17. (DRIVERS BRIEFING)
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 Clerk of the Course, Checks will be made on the day and failure to attend will result in referral to the Stewards of the Meeting. NCR Ch.6 App.1 Art.2.3

18. (TYRES)

SLICKS
All tyres can be carried over from round to round if you wish

Slick tyres must be bought via the Ultimate karting championship and pre booked when entering the event. One set of slick tyres will be allowed for timed qualifying and all race sessions per competitor per weekend, Damaged tyres may only be replaced at the scrutineers discretion and must be a used practice tyre the competitor owns. Substituted tyres must be re scanned into the tyre scanning system and the old tyre must be removed off the system.

(ALL CLASSES)
1 NEW SET OF RACE SLICKS ALLOWED PER ROUND

Competitor can chose as and when they wish to buy new sets. When a new set is bought, the pre existing set will be void for the remainder of the championship but can be used in practice. Any race slicks being carried over to the next round must be sealed by UKC staff.

WET
All tyres can be carried over from round to round if you wish

Wet tyres must be bought via the Ultimate karting championship and pre booked when entering the event. One set of wet tyres will be allowed for timed qualifying and all race sessions per competitor per weekend. A reserve set will be permitted but must be pre ordered prior to the event taking place. Both the race set and reserve set must be registered and scanned with the organisers at the start of the event. .

Any replacement wet tyres must be taken from your reserve set and it is the competitor's responsibility to ensure they have the reserve set pre ordered before the event starts. Replacement can only be done after consultation with the scrutineer and can only be done once for each event. Substituted tyres must be re scanned into the tyre scanning system and the old tyre must be removed off the system and cannoit be re used at any point in the championship.

CLASS TYRES
E10 CADET MICRO **-** VEGA CADETTI SLICK AND VEGA WM1 WET
E10 CADET MINI - MOJO C2 SLICK AND MOJO CW WET
MICRO MAX - VEGA CADETTI SLICK AND VEGA WM1 WET
MINI INTER - MOJO C2 SLICK AND MOJO CW WET
JUNIOR ROTAX - MOJO D2 SLICK AND MOJO W5 WET
SENIOR ROTAX - MOJO D5 SLICK AND MOJO W5 WET
SENIOR ROTAX 177 - MOJO D5 SLICK AND MOJO W5 WET

PARC FERME TYRES:
All race slick and race wet tyres will be placed into Parc ferme throughout the entire event. A 90 min time allocation will be provided to each class to have tyres fitted and stored in Parc ferme throughout Friday and Saturday morning before TQ sessions start. Tyres will be collected and fitted in the service park before entering the dummy grid. Once the race session has ended, tyres will be retuned to parc ferme. All tyres must be collected and taken away from parc ferme after your final race session. Tyre spikes for all sets of tyres must be provided and suitably labelled by the competitor.

The use of the race slick and wet tyres outside of race sessions is strictly forbidden.

18.1
Any driver or team caught changing or altering tyre barcodes from one tyre to another will be excluded from the championship and future events. Entries will not be refunded. Information regarding breach of this regulation may be released to the public domain to ensure competition fairness.

18.2
All race tyres, (slicks & wets) must be scanned onto the UKC system by 10am on the morning of qualifying practice. Please note, tyres must be scanned onto the system even if the barcodes have been submitted on the scrutineering card. UKC officials will not be scanning tyres into the system on the dummy grid. If the tyres are not on the system then the competitor will not be allowed to race.

Race tyres must not be used (slicks and wets) before qualifying practice.

SLICK TYRES
18.3
New race slicks tyre must be purchased from the championship. Race tyres must be marked by UKC and scanned by UKC and stored in parc ferme. Race tyres can not be registered onto the system in the holding area. All race tyres must be bought and pre ordered with UKC 10 days prior to the event taking place. Tyres purchased outside of UKC cannot be used for any of the race session. It is NOT mandatory to take part in the Sunday 3 lap warm up session, tyres in this session are open.

18.4
New race wet tyres must be purchased from the championship. Tyres must be marked and scanned by UKC at the start of each event and stored in parc ferme.

Tyres purchased outside of UKC cannot be used for any of the race sessions All race tyres must be bought and pre ordered with UKC 10 days prior to the event taking place. IT IS THE COMPETITOR'S RESPONSIBILITY to ensure that the scrutineer inspects a faulty tyre before the kart leaves the tracks exit/weighing in area. Any drivers who wish to carry tyres over to another UKC event must have the tyres sealed by UKC official in the parc ferme area. Tyres must be presented in a tyre bag with a single zipper and 2 zip pulls. Specific tyre bags can be purchased from UKC if required. The zip will be sealed with an official UKC security seal. Tyres must remain in the tyre bag until the following round. Sealed tyres must be presented to a UKC official upon the entrant signing in and tyres being scanned in. The seal must be intact and unbroken. If the seal has been broken then the tyres will become void and a new set MUST be purchased for that meeting.

19. (BARCODE SCANNING)
All tyres will be barcoded (or marked) at each weekend meeting. You must use these tyres for qualifying practice, all heat races , super heat and Final at that meeting. All tyres will be scanned at each round.

20 (TYRE REMOVAL AT EVENTS)
Competitors must remove all their tyres and fuel cans 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 with additional fines. Any tyres left at the track will be scanned to check the associated driver. The fines and costs to dispose of the tyres will be invoiced by UKC or the circuit.

21. (TRANSPONDERS)
Competitors must provide their own transponder and ensure it is fitted to their kart in accordance with Karting Yearbook App.F Art.F.2. Transponders for 2026 will be MYLAPS/AMB only. Hire transponders will not be available. Transponders must be charged and in good working order. Repeat offence of this will result in a competitor’s race time and finishing position not being recorded.’

22. (TV COVERAGE)
All championship rounds will be live streamed with Alpha Live.
TV broadcast with Global distribution TBC for 2026

23. (AWARDS)
Awards will be presented as follows: -
1st - 3rd place trophies in each class at each round.
1st - 5th in each class will receive trophies and prizes at the end of season awards.
All drivers must be present at the podium to receive any trophies and awards.
Trophies and prizes will not be posted out after the event.
The championship are not obligated to award drivers who do not attend the end of season awards presentation.

Championship leaders after round 2 will be offered entry into the RMC INTERNATIONAL TROPHY. In the event a competitor already holds an entry to the RMC International Trophy, the prize will be passed down to 2nd, 2nd to 3rd etc., until said competitor doesn't already hold a entry.

CHAMPIONSHIP WINNERS in each class will be offered entry into the 2027 RMC GRAND FINALS. Winners must be age eligible, have a UK Motorsport UK licence and have not already won a ticket at a previous event that year. If 1st place is not eligible, this will be passed down to 2nd, and so on until the first eligible driver in the championship standings is eligible.

24 (ENTRIES)
The maximum entry for each event is 250.
Entries are arranged by the competitor via www.ukcglobal.com

The series entries open 28.10.2026
Round entries opening date and time open at 10:00 am 01.12.2026

Entries must be made online via the Alpha timing registration service and can be found at https://ukc.alphatiming.co.uk/championships

Entry list will be published at least 4 days before the event taking place

Series entry fee is £225
Round Entry Fee is £215
Practice Entry Fee is £95

All entries must be registered on Alpha Timing and be accompanied by the entry fee.
Refunds will be offered if the cancellation notice is submitted before the entry deadline.
Please make sure your entry is in with the correct fee at least 10 days before the race date.
This is your responsibility to ensure your place on the grid in good time.

Race entry late fee : £40
Race tyre late order fee £40

If a class entries are under 10, it is at the organisers discretion to remove the class from the event.

25. (GUEST ENTRIES)
Drivers will be eligible for 1 guest round if they have not entered the championship in full at the cost of £235 and practice at £105 for the round. If a driver choses to take part in more than 1 race event they will need to pay the championship series in full. RMC - UKC series entries will take priority and guest entries will need to surrender their entry (unless they register for the series) If a guest entry is surrendered then a full refund will be given.

26 (REFUSAL OF ENTRIES)
All entries must be registered on Alpha Timing and be accompanied by the entry fee. A Credit to your Alpha account will be offered if the cancelation notice is submitted before the entry deadline. Competitors must ensure their entry is submitted with the correct fee at least 10 days before the race date. If a class entries are under 10, it is at the organisers discretion to remove the class from the event. Late entry fees will apply for any entries made after the publicised deadline. Race entry late fee: £40 Race tyre late order fee: £40. All entries are none refundable.

27 (NOVICE DRIVERS)
Drivers who have an Motorsport UK Inter-club licence but have not accumulated all 10 signatures will be permitted to race. (This applies to Rotax 177 only, all other classes min of a National licence) Heat grid positions will be determined by your qualifying practice time.

28. (POSTPONEMENT/CANCELLATION)
In the case of an event being cancelled, all entry fees will be carried over to another event organised by championship organisers.

29. (PROVISIONAL RESULTS)
Provisional results will published as per Mototorsport UK NCR Ch.3 App.6
Results will be published via Alpha timing on the below link
https://www.alpharacehub.com/ukc

30. (RESULTS)
Results will be published via Alpha timing on the below link.
https://www.alpharacehub.com/ukc
Final results are determined by the stewards, clerk of the course and chief time keeper.

31. (PROTESTS)
A Stewards panel will occur throughout the event. Appeal of a stewards decision resulting from this panel will not be permitted in accordance with NCRCh.18 App.6 Art2.2

32. (PARC FERME)
At the end of the race the karts will be directed into a Post Race Area. Competitors must remain in Parc Ferme until instructed otherwise by the scrutineers. Failure to follow instructions may lead to a post race penalty. Following each race and final, the top 3 and any other randomly selected kart will be directed into scrutineering for weight checks. The Chief Scrutineer may also perform other compliance checks on basic tools which competitors are responsible for bringing. Any driver found to be non-compliant with any technical regulations will be reported to the stewards who will issue a penalty which will be minimum of DSQ from that session.

33. (PRESENTATION)
Competitors and their team support personnel must at all times present themselves in a professional and polite manner and be attired smartly. Drivers when attending the podium, must have their race suit zipped up and have their race helmet. Vulgar or abusive language will not be tolerated and will result in penalties, in reference to Motorsport UK Race With Respect.

Competitors are be required to display sponsorship stickers, which will be provided, on their karts, helmets and visors. Any driver not displaying an RMC visor sticker (provided free of charge) will not be included in media coverage privileges. Drivers will be instructed to remove other championship logos and information from their kart or visor.

34. (FIRE EXTINGUISHERS)
All drivers must have present at race meetings a fire extinguisher to current BSEN3 or EN3 standard with a minimum 55B rating. 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 must be available, 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.

35 (ON BOARD CAMERAS)
Onboard cameras are only permitted during practice. During racing competitors may be requested to carry a camera by the Clerk of the Course or TV production company. 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. If competitors wish to mount their own onboard camera for practice, they must be fitted to the satisfaction of the chief scrutineer.

If you wish to mount your own onboard camera for practice or are requested to carry an onboard camera, ensure you add a cable lanyard (Throttle cable or similar) through the camera hinge casing into the radiator or nassau. This is to ensure the Camera cannot come loose from the kart. Anyone unsure can ask scrutineering for assistance. Failure to comply will result in onboard cameras privileges being removed. Visor cam is not permitted.

36 (CHAMPIONSHIP POINTS)
Any championship points live during the event are not official until they have been checked and verified.

See points table for championship points scoring.

37. (DROPPED SCORE)
Each competitor must drop the below lowest scores from the championship standings.

.1 Lowest heat score (accumulation of heats at 1 event)
.1 Lowest Super heat score
.1 Lowest Final score

Zero points score can be dropped and 1 no show attendance may also be dropped. Any driver disqualified from the meeting will score 0 points and will be unable to drop that round.

Any competitor not completing 75% of a round that they have signed on for including the superheat & super final will not be able to drop that round.

At the conclusion of the championship in the event of a tied score, the higher position in the standings will be awarded to:
a) the holder of the greatest number of first places in the Finals;
b) c) d) if the number of first places is the same, the holder of the greatest number of second places in the Finals; if the number of second places is the same, the holder of the greatest number of third places in the Finals; and so on until a winner emerges. If there is still a dead heat, the better position in the Final Race of the last Competition will be decisive.

HEAT CHAMPIONSHIP POINTS	
POSITION	**POINTS**
1ST PLACE	36
2ND PLACE	34
3RD PLACE	32
4TH PLACE	31
5TH PLACE	30
6TH PLACE	29
7TH PLACE	28
8TH PLACE	27
9TH PLACE	26
10TH PLACE	25
11TH PLACE	24
12TH PLACE	23
13TH PLACE	22
14TH PLACE	21
15TH PLACE	20
16TH PLACE	19
17TH PLACE	18
18TH PLACE	17
19TH PLACE	16
20TH PLACE	15
21ST PLACE	14
22ND PLACE	13
23RD PLACE	12
24TH PLACE	11
25TH PLACE	10
26TH PLACE	9
27TH PLACE	8
28TH PLACE	7
29TH PLACE	6
30TH PLACE	5
31ST PLACE	4
32ND PLACE	3
33RD PLACE	2
34TH PLACE	1

SUPER HEAT CHAMPIONSHIP POINTS	
POSITION	**POINTS**
1ST PLACE	40
2ND PLACE	37
3RD PLACE	34
4TH PLACE	33
5TH PLACE	32
6TH PLACE	31
7TH PLACE	30
8TH PLACE	29
9TH PLACE	28
10TH PLACE	27
11TH PLACE	26
12TH PLACE	25
13TH PLACE	24
14TH PLACE	23
15TH PLACE	22
16TH PLACE	21
17TH PLACE	20
18TH PLACE	19
19TH PLACE	18
20TH PLACE	17
21ST PLACE	16
22ND PLACE	15
23RD PLACE	14
24TH PLACE	13
25TH PLACE	12
26TH PLACE	11
27TH PLACE	10
28TH PLACE	9
29TH PLACE	8
30TH PLACE	7
31ST PLACE	6
32ND PLACE	5
33RD PLACE	4
34TH PLACE	3

FINAL CHAMPIONSHIP POINTS	
POSITION	**POINTS**
1ST PLACE	45
2ND PLACE	40
3RD PLACE	35
4TH PLACE	34
5TH PLACE	33
6TH PLACE	32
7TH PLACE	31
8TH PLACE	30
9TH PLACE	29
10TH PLACE	28
11TH PLACE	27
12TH PLACE	26
13TH PLACE	25
14TH PLACE	24
15TH PLACE	23
16TH PLACE	22
17TH PLACE	21
18TH PLACE	20
19TH PLACE	19
20TH PLACE	18
21ST PLACE	17
22ND PLACE	16
23RD PLACE	15
24TH PLACE	14
25TH PLACE	13
26TH PLACE	12
27TH PLACE	11
28TH PLACE	10
29TH PLACE	9
30TH PLACE	8
31ST PLACE	7
32ND PLACE	6
33RD PLACE	5
34TH PLACE	4

38. FUEL
Fuel must be sourced and used from a nominated fuel station for the duration of the event. (Saturday morning practice onwards)
The nominated station will be communicated 2 weeks prior to event taking place..

38.1 OIL
Micro max and Mini inter must use Eni kart oil only
Junior Rotax, Senior Rotax and Rotax 177 must use XPS Rotax Castor racing oil only

38.2 FUEL TEST
Random fuel tests will take place after all TQ and race sessions,
Anyone found to be using a fuel or oil outside of the supplementary regulations issued for each event will be reported the stewards and may be disqualified from the race or the meeting.

39. EXHAUSTS
All Micro and Mini inter exhausts will be checked with specialised equipment, new wadding fitted and sealed by the scrutineers before TQ or any race sessions take place. The time allocation to do so, will be published in the event supplementary– regulations.
All exhausts will be placed into Parc ferme throughout the entire event.
Exhausts will be collected and fitted in the service park before entering the dummy grid.
Once the race session has ended, exhausts will be retuned to parc ferme.
Competitors will purchase the wadding ahead of each round.

APPENDIX 1

A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Integrity
- Self-Control
- Fair Play
- Good Manners

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters
- Respect the rules, regulations and authority of the officials and Motorsport UK

Any breach of these obligations may result in disciplinary action.