

CLASS REGULATIONS

SUPERKART

SK2.1. Class. 250 National

SK2.2. Introduction. This class is restricted to Motorsport UK registered single-cylinder engines. Engines must be of a minimum of 175cc and a maximum of 250cc. The engines must be designed to have no more than five gears, or modified to have no more than five operational gears, and with piston and/or reed valve induction into the original induction tract.

Provided they are registered with Motorsport UK in the appropriate time period "kit engines" are permitted, e.g. engines using donor parts from an existing engine or upgrade parts for an existing engine. Any alternative parts registered to fit an existing engine must be direct replacements without any requirement for machining of the original engine. Regulations as per Motorsport UK Yearbook 2021. The next period for inclusion of new engines commences 01.01.2022.

The Rotax 257 in five or six speed form is permitted. The IAME X30 Super Shifter 175cc in six speed form is permitted.

So long as the silhouette of the crankcase, the sprocket output orientation position and bore and stroke of the engine remains unchanged, evolution model numbers are accepted if complying with 2.4. References to Section U refer to the Motorsport UK 2021 Yearbook.

SK2.3. Chassis. Any chassis complying with Motorsport UK Yearbook Regulations for gearbox Karts. All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system. All other devices with the function of one, two or three dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden. Minimum wheelbase is 106cm.

SK2.3.1. Bodywork and bumpers. CIK-homologated bodywork is only permitted if fitted with bumpers (front & side) specified in U17.2 to U17.12.11 and U17.14 through to U17.17.4 of the Motorsport UK Yearbook.

SK2.4. Engine. Eligible engines are as follows:

Formula 250 National:

- Rotax 257 (either five or six gears)
- Cagiva WMX 250/88 Cross
- Honda CR250
- Kawazaki KX250
- KTM 544/545/546/548
- Moto TM Cross 250
- Suzuki RM250 Z to V (1982 -1997 inc.)
- Yamaha YZ250.
- THR Engineering THR02-14 (kit engine), THR SS250 (kit engine)
- Viper Racing UK SK250S (kit engine), EVO250S (kit engine), SK250S1 (engine)
- IAME X30 Super Shifter 175cc

- DEA SK250 Single pneumatic exhaust valve (alternative parts), SK250 Single (engine)
- PFP Victory - CR250R (alternative parts - crankshaft), CR250 (alternative parts – cylinder head)
- WIWA Gas Gas K250

So long as the silhouette of the crankcases, the sprocket output orientation position and the bore and stroke of the engine remains unchanged evolution model numbers are acceptable.

SK2.4.1. Tuning regulations: 180-250cc engines. Modifications to the engine are allowed, provided the following are not varied:

- a) Stroke
- b) Bore (outside maximum limits)
- c) Connecting rod centre line (magnetic material only)
- d) Crankshaft must be on the manufacturers parts list
- e) External appearance of the engine other than carburettor, ignition system, carburettor rubber mounting, clutch cover, engine mounting points. It is permitted to remove any kick start mechanism bumps and bosses on the back of the crankcase and the addition of a fuel pulse pump adaptor.
- f) Number of carburettors (1 only). The material magnesium is not permitted.
- g) All systems of injection and/or spraying of products other than permitted fuel are forbidden.
- h) No form of electronic carburation system

SK2.4.3. Tuning regulations: Engines up to 179cc. No modifications to the engine are allowed unless stated below, and provided the following are not varied. Polishing and Machining is permitted.

- a) Stroke
- b) Bore (outside maximum limits stated on the fiche or registration document) Piston must not exceed the maximum bore on the registration document but need not be original equipment.
- c) Connecting rod centre line (magnetic material only), must be on manufacturer's parts list for the engine
- d) Crankshaft must be on the manufacturer's parts list for the engine
- e) External appearance of the engine, colour may be changed
- f) Carburettor: Only Dell Orto Type VHSB with VHSB 39 as the largest permitted carburettor. The material magnesium is not permitted. All parts may be changed so long as they are genuine and on the carburettor manufacturers parts list. Tuning is permitted.
- g) All systems of injection and/or spraying of products other than permitted fuel are forbidden
- h) Reed petals may be varied so long as they fit in the manufacturers registered reed block
- i) The ignition system(s) as registered with the engine (mapping must remain as per the manufacturers specification)
- j) Exhaust pipe as described in the registration document
- k) The number of ports and ducts in the engine may not be varied
- l) The head volume may not be less than 17cc measured as per the CIK method described in CIK Regulations. The minimum squish is 0.9mm.

SK2.4.3. Ignition. The ignition system type is open, but the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal. The advance and cartography may under no circumstances be modifiable whilst the kart is in motion.

S2.4.4. Noise control. As per 2021 Motorsport UK Yearbook U16.16 and Karting Yearbook Appendix 3.

SK2.5. Transmission. Engines up to 179 cc: maximum of six operational gears Ratios may not be varied and must remain as registered with the engine.

Engines over 179 cc: Maximum of five gears except for the Rotax 257 which can be used in 5 or 6 speed form. Gear ratios can be varied.

SK2.6. Brakes. As specified in The Motorsport UK Yearbook section U16.10.1 to U16.10.10

SK2.7. Wheels and tyres. Either 5" or 6" diameter wheels and tyres can be used with a max. tyre width of 8". It is not permitted to mix 5" and 6" tyres on the same axle line. Only CIK homologated tyres are permitted from the periods 2014 to 2022

SK2.8. General.

SK2.8.1. Weight. The minimum weight with driver on the completion of any part of the event will be 195kg with just bumpers and side bars. If a wing is fitted to the above the minimum weight will be 200kg. The minimum weight with any other form of bodywork will be 208kg.

SK2.8.2. Number plates. White background, with black numbers. U17.26-27 applies, unless varied in Championship Regulations.

SK2.8.3. Age. The class is open to any driver aged 17 or over.