



ASKC – Super Series – 2026

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Please note: - Changes from the 2025 regulations are highlighted.

ASKC Super Series – 2026

Championship Supplementary Regulations

1. Jurisdiction

- 1.1. The 2026 ASKC Super Series is organised and administered by the ASKC in accordance with the 2026 National Competition Rules of the Motorsport UK (inc. the provisions of the International Sporting Code of the FIA) and these Championship Regulations
- 1.2. Motorsport UK Championship Permit – CH2026/K021(D); Status: Interclub Motorsport UK Championship Grade: D

2. Officials

- 2.1. In an attempt to maintain a constant set of officials at each round of the championship they will, where possible, be chosen from the following list. The organisers reserve the right to use others if individuals are unavailable.

Championship Coordinator	Kath Taylor
Championship Scrutineers	George McBlain (chief eligibility) Gordon Rennie
Championship Stewards	Mr Ian Williamson, Mr Alan Wyness, Mr Michael Clements, Mr James Smith

Should a Championship panel be required then three of the above names (Championship Stewards at 2.1) will form the panel. Any appeal must be submitted in accordance with NCR Ch.2 App.5 Art.2

3. Competitor Eligibility

- 3.1. Entrants must be in possession of a valid 2026 Motorsport UK Entrants Licence. Competitors under the age of 18 years must be accompanied by the holder of a Kart PG Entrant's Licence who must sign on as the Entrant of that competitor.

Where the Parent is not present there must be a Guardian who must produce a written and signed authorisation from the Parent/Guardian to act as their representative. The physical PG licence must be in the possession of the nominated Guardian at signing-on.

- 3.2. Drivers and Entrant Drivers must be fully paid up, valid membership card holding members of a member club of the ASKC, be registered with the ASKC for the Championship and be in possession of a valid Motorsport UK Competition licence (Ch.18 App.7 Art.5) of Interclub (novice) minimum

- 3.3. 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.
- 3.4. All necessary documentation must be presented for checking at all rounds when signing on. (This includes written parental consent should someone other than the parent / guardian be deemed responsible for a competitor under 18 years old).
- 3.5. 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
 - 3.5.1. The Team will:
 - 3.5.1.1. hold a Motorsport UK Entrant licence.
 - 3.5.1.2. have at least £5 million Public Liability Insurance.
 - 3.5.1.3. uphold the values of the Respect Code (as attached to these regulations) and all applicable Motorsport UK policies and guidance.
 - 3.5.1.4. 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.
 - 3.5.1.5. 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.
 - 3.5.1.6. 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.
 - 3.5.1.7. nominate one member of the 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.
 - 3.5.2. It is recommended that the Team has:
 - 3.5.2.1. a designated team member as a 1st 4Sport, Level 2 qualified coach.
 - 3.5.2.2. a designated UKAD Certified Advisor.
 - 3.5.2.3. be responsible for carrying out and documenting a risk assessment of their activities; ([risk assessment management tool available](#))

4. Registration

- 4.1. Registration is automatic on entering any of the rounds subject to eligibility clause 3 above. Results will be posted on the individual club websites and the ASKC Website Facebook Page.
- 4.2. Registration for this Championship is FREE.
- 4.3. Entries open on publication of these Championship regulations. The Closing Date for each round is midday on the Monday immediately prior to the scheduled race meeting. Late entries may be considered, but all such entries will not be given grid positions and drivers will start "at the back". All entries must include full payment in order to be classed as an entry.
- 4.4. Entries and payment must be made using the Alpha timing system at: https://askc.alphatiming.co.uk/users/sign_in . Should anyone encounter a problem with their entry they must contact the coordinator on 07814 370429.
 - 4.4.1. Entries may be withdrawn prior to the closing date, but a £5 fee to cover costs will be retained. There will be no refund for any withdrawal after the closing date.
- 4.5. Competitor race numbers for all rounds will be as allocated by ASKC Registrar. Once a number has been allocated to a driver then that number must be used at each round of the championship. Should a driver wish to change their registered number then they must apply in writing to the ASKC Registrar. They may only use a new number once they have permission in writing from the ASKC Registrar. Should a driver enter with an unregistered number then they risk any points and awards gained being forfeit.

5. Championship Rounds

- 5.1. There will be 3 rounds to be held as follows and detailed at 5.4 below
- 5.2. Each Round to be run as a race meeting with points for heats and finals. Each event will consist of 3 Heats of 9 minutes plus a lap and a Final of 12 minutes plus a lap for all classes except Bambino who will have 1 timed session of 7 minutes, 2 heats of 7 minutes plus a lap and a Final of 10 minutes. The meeting organisers will have the right to amend the duration of heats and finals (in consultation with the stewards of the meeting) according to any prevailing circumstances/conditions.
- 5.3. Heats and Finals
 - 5.3.1. For all Classes except KZ.

The maximum grid size will be 28. Where the number of drivers entered exceeds the grid size then the top 22 drivers after the heats will automatically qualify for the "A" final. Those outside the top 22 will compete in a "B" final with the top 6 drivers in that race progressing to grid positions 23 onwards in the "A" final.

5.3.2. For the KZ Class

The maximum grid size will be 24. Where the number of drivers entered exceeds the grid size then the top 18 drivers after the heats will automatically qualify for the "A" final. Those outside the top 18 will compete in a "B" final with the top 6 drivers in that race progressing to grid positions 19 onwards in the "A" final.

5.4. Rounds

Round	Track	Date	Contact	Email	Tel. No.
1	Golspie	24 th May	TBC	nskcentry@gmail.com	TBC
2	Crail	2 nd August	Anita Esslemont	anita.esslemont@btinternet.com	07850 465014
3	Boyndie	11 th October	Mike Hawcutt	entry@grampiankartclub.com	07876 540886

6. Scoring

6.1. Points will be awarded for all Heats and Finals.

Championship points will be awarded as follows: -

Heats: - 1st = 31pts, 2nd = 29pts, 3rd = 28pts, 4th = 27pts etc.

Final: - 1st = 60pts, 2nd = 57pts, 3rd = 55pts, 4th = 53pts, 5th = 51pts, 6th = 49pts etc.

Disqualifications from heats or finals will score 0 points. Did Not Start (DNS) will score 0 points

~~Attendance points~~ - deleted

Dropped scores

Lowest scores will be dropped as follows: -

2 lowest point scoring heats and,
1 lowest scoring final.

Drivers are permitted to drop points associated with heats and finals for events they did not attend. A driver may not drop scores of heats or finals for which he/she has been penalised by disqualification from the whole meeting or from a heats or finals where the penalty has been issued under NCR Ch.2 App.1 Art.1.1 (Abusive Language, Behaviour or Assault).

6.2. Points appeals will be dealt with as per NCR Ch.2 App.5 Art.2

- 6.3. Abandoned meetings that have not covered all heats will be void. In meetings of only three heats, the final finish positions will be taken as the grid positions for the finals.
- 6.4. Final Grid position ties for a meeting will be resolved by the driver having the most points in the First Heat.
- 6.5. **Championship ties will be resolved by the driver having the most number of 1st place finishes in heats and finals in the series. Should a tie still remain then it will be resolved by the most number of 2nd place finishes in heats and finals in the series and so forth until a clear winner is identified.**
- 6.6. Initially classes will be formulated at the first round. Minimum class entry is five at the time of formulation. Should entry not meet the minimum number at the first round then the class will not run, but a second opportunity will be given. This will be at the second round of the championship where the same criteria will be used ie. If five drivers enter then the class will be formulated. Eligibility for the 2026 ASKC Super Series class awards will be established after classes **compete in 2 out of the 3 rounds.**

7. Trophies

- 7.1. The ASKC will provide the trophies at each round on the following basis: -

A trophy will be awarded to the top three places in each class. In addition, all drivers in the Bambino and Cadet category, out with the top three, may receive a medal or other token. Also, one Novice trophy will be awarded per class. Non-attendance at the prize giving ceremony of the round may result in forfeiture of any award.

- 7.2. Championship trophies are the property of the ASKC, and winners will be responsible for the return of said trophies. The request for return of trophies will normally be made 8 weeks prior to the final round of the following years Championship. They must be returned in good condition and be clean. The ASKC reserves the right to seek reimbursement for any cost required to return them to a condition suitable for re-presentation.
- 7.3. In the event of trophies not being returned, the ASKC will invoice the winners with the estimated cost of replacement, approximately two months before the final round of the following year's series.
- 7.4. **There may be a "Privateer Cup" for the series. This will be awarded to the privateer who has the most points at the end of the series. More details of this will be announce in a bulletin in at the first round. For the avoidance of doubt a "Privateer" will be a driver that is not competing in or supported by a team as defined at 3.5 above. Should there be a tie then the results of the first round will determine the recipient. Should that still produce a tie then the result will be based on their first final. If that does not produce a winner, then the second round will be used and so on.**

8. Sporting Regulations – Judicial Procedures

- 8.1. Rounds: In accordance with Chapter 2 and Ch.18 App.6 of the current Motorsport UK NCRs and the ASKC regulations, the 2026 Karting Penalty table of Mandatory Penalties.
- 8.2. Championship: In accordance with Chapter 2 of the current Motorsport UK NCRs and the ASKC regulations, the 2026 Karting Penalty table of Mandatory Penalties.
- 8.3. By registering for the Championship all competitors, and their associates, commit to the Motorsport UK "Race With Respect" campaign (as attached to these regulations) and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.
- 8.4. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion and referral to the Motorsport UK.
- 8.5. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this all participants must be aware of their behaviour and conduct at all times and abusive language, and harmful behaviour will not be tolerated. Any such incidents must be reported to the Club Safeguarding Officer and/or Motorsport UK. The Motorsport UK Safeguarding policy, guidance documents including reporting mechanisms are available on the Motorsport UK website.

9. Starts

- 9.1. These will be in accordance with Motorsport UK specific Karting NCRs Ch 18 App.5. 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 number 2 driver if considered to have broken formation prior to the race start. Any driver jumping the start may be penalised in accordance with the 2026 Karting table of Mandatory penalties. The Chief Lap Scorer/Timekeeper will normally be Judge of Fact in this matter but will be declared by name in the Final Instructions
Weaving to warm up tyres is discouraged. Should a driver be observed doing so in a manner that is deemed to be dangerous or unsafe, then they may be reported to the Stewards of the meeting who may impose a penalty.

10. Race Stops

- 10.1. Race stops and re-starting procedures will be in accordance with Motorsport UK specific Karting NCRs Ch.18 App.5 Art.2 & Ch.18 App.5 Art.3.

11. Scrutineering

- 11.1. Scrutineering procedures will be in accordance with Motorsport UK NCRs Ch.7 App.12, specific karting technical regulations in NCRs Ch.18 App.8, and those contained in the 2026 Motorsport UK Karting Yearbook, including the ABkC regulations contained therein, CIK regulations where appropriate, and any amendments issued by Motorsport UK or ABkC, will apply.

- 11.2. Competitors should comply with the 'Competitor's Regulations and Responsibilities' as per the 2026 Motorsport UK NCRs (Ch.18 App.7 and Ch.6) and present all equipment, race wear, helmets, boots, gloves, etc. "as intended to race" for inspection by the Scrutineers in accordance with the 2026 Motorsport UK NCRs (Ch.7 App.12, Ch.18 App.7 Art.3 & 4, Ch.18 App.8 Art.2 to 34) if required.

Anybody wishing to scrutineer alternative equipment may do so prior to his or her First Heat with the approval of the Chief Scrutineer.

All drivers must complete pre-event scrutineering using the on-line system and complete all declarations and all fields as requested. This must be done prior to the time shown in the Final Instructions or Race Programme. Failure to do so will result in the competitor not being allowed to take part in the event and there will be no refund of Race Entry fees.

- 11.3. Should the scrutineering team decide to issue scrutineering cards at any post-race scrutineering, then the chassis and engine numbers must be those stated on the scrutineering card and the chassis and engines must have the general scrutineering seal in place.
- 11.4. Failure to comply with the requirements of 11.2 or 11.3 above then it will be considered a breach of regulations and to be a matter of fact over which there will be no appeal.

12. Technical Regulations

- 12.1. Motorsport UK 2026 specific Kart NCRs apply together with the Motorsport UK 2026 Karting Yearbook.

- 12.2. Tyres: -

All classes will run to the 2026 rules with the following exceptions: one set of slicks per competitor plus one extra front and rear for each Championship round. The extra tyres may only be used as described below. Wet tyres are not restricted.

If any tyre is damaged during the meeting the chief scrutineer may allow a replacement at their discretion, on the grounds of safety and whilst under Parc Ferme conditions only.

All competitors will be responsible for ensuring that the 'Barcode' number from each Slick tyre; on which they will race; are recorded on their scrutineering card for each meeting. (see 11.3 above)

Other marking may be carried out by the scrutineering team.

Any class may have tyres held (wet or dry) during racing and / or overnight within parc ferme at the Chief Scrutineer's discretion.

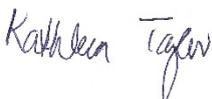
Tyre testing where applicable will be performed in accordance with NCRs Ch.8.

- 12.3. The classes will be available as follows: all the ABKC and Motorsport UK classes. Minimum class entry is five at the time of formulation (determined at the first round, see 6.6). Classes may be grouped together to form an amalgamated grid at the Championship's discretion, in accordance with the Motorsport UK Karting Yearbook or with written permission of Motorsport UK. All classes will be allowed one chassis. However, if damage occurs to the chassis that has been scrutineered for the meeting and in the opinion of the Chief Scrutineer it is not practical to repair in time, one alternative chassis may be scrutineered in order that the driver may continue the meeting.
- 12.4. The minimum action resulting from infringement of technical regulations arising from post-race scrutineering or Judicial Action will be disqualification from the race, and the maximum action will be disqualification from the meeting (plus the provisions of Motorsport UK NCRs Ch.2 App.8 Art.2. This shall not apply in the case of drivers being underweight or in the case of a technical infringement due to an incident during a race, such as an Air box, exhaust etc. falling off. The penalty for these types of infringements shall be disqualification from the race.
- 12.5. The Championship reserves the right of the Clerk/Chief Scrutineer to have re-examined any vehicle or parts thereof at any time during the Event (NCRs Ch.7 App.12).
- 12.6. The Championship reserves the right of the Clerk/Chief Scrutineer to have any engine sent to any ASKC nominated Eligibility Scrutineer.
- 12.7. The Championship reserves the right to nominate a designated fuel supply on entering each round.
- 12.8. The use of spot marking using paint or other suitable marker may be employed at the Championship's discretion. Any breaking of these marked units must be done in parc ferme under the scrutiny of an Eligibility Scrutineer.

13. Environmental Impact

- 13.1. At each round of the championship, all drivers and personnel associated with a driver will be expected to take their rubbish away from the track with them.
- 13.2. At each round of the championship, all drivers will be expected to take any used / scrap tyres away from the circuit with them. A fee will be charged for any tyres left without authorisation.
- 13.3. Where possible, drivers and mechanics should try to avoid any fuel spillages. Environmental matting should be used where possible.

Kath Taylor – Coordinator



3rd February, 2026

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 my 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.

2026 Summary of Penalties (Karting)

Where the Stewards are responsible for all judicial duties:

Neither the decision for imposing any penalty nor the penalty itself during any timed qualifying or heats is eligible for **Appeal**. Where the **Clerk of the Course** is satisfied with the evidence presented and for decisions issued before the relevant end of session **Signal** is shown imposing time or place penalties* only no formal **Hearing** is required. (Ch.18 App.6 Art.1.2 and Ch.18 App.6 Art.2.2)
Any penalty resulting from a **Judge of Fact** statement may be imposed directly by the **Clerk of the Course**. (Ch.18 App.6 Art.2.3)

The following penalties are mandatory. This does not preclude the judicial body issuing further penalties against other breaches of regulations as defined in Ch.2 App.3

INFRINGEMENT/DESCRIPTION		PENALTY
DRIVING PENALTIES		
Ch.2 Ann.A Art.1.5	Gaining an Unfair Advantage Race or Timed Qualifying ('TQ')	Time: 5 seconds Place: Max 5 places* or 1 lap. TQ deletion of fastest lap
Ch.18 App.7 Art.2.8	Causing a collision Repetition of serious mistakes A lack of control Race or Timed Qualifying ('TQ')	Time: 5 seconds, 10 seconds Place: 1 lap or 5 places* (min.) Race DSQ TQ deletion of fastest lap
Ch.2 App.1 Art.1.13	Driving in a manner incompatible with general safety	Race or Event DSQ
Ch.2 App.1 Art.1.13	Driving in a manner incompatible with general safety – Retaliation or intentional contact / contact after the Chequered Flag	Event DSQ and 30-day suspension with referral to Disciplinary Officer Ch.2 App.2 Art.7.16
FLAGS		
Ch.2 App.1 Art.1.14	Contravention of flag signal before or after the Race	5 seconds
Ch.2 App.1 Art.1.14	Contravention of flag signal during the Race ¼ Black/Yellow or Yellow	10 seconds
Ch.2 App.1 Art.1.14	Contravention of flag signal - Ignoring Technical Flag Twice	Black Flag
Ch.2 App.1 Art.1.14	Contravention of flag signal - Black Flag (ignored more than once)	Race or Event DSQ

BEHAVIOUR		
Ch.2 App.1 Art.1.16	Misbehaviour, unfair practice e.g. use of profanity	Reprimand, Fine, Race DSQ or Event DSQ
Ch.2 App.1 Art.1.1	Abusive Language, Behaviour or Assault (licence penalty points imposed)	Race DSQ (4 points) or Event DSQ (6 points) and 30-day suspension and referral to Disciplinary Officer Ch.2 App.2 Art.7.12
OTHER		
Ch.6 App.1 Art.2.3	Failure to attend Driver's Briefing	Fine of £50 first offence multiplied each time (i.e 2 = £100, 3 = £150 etc.)

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