

## REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Committee
Date of Meeting:	11 March 2025
Closing date for consultation:	17 April 2025
Email for comments:	kartconsultation@motorsportuk.org

## Proposed Regulation

### Chapter 18, Appendix 8 – General Technical Regulations

#### 20. ~~Rear Bumper~~ **Wheel Protection**

20.1. ~~There is no mandatory requirement for a CIK-FIA Homologated rear wheel protection for National Events~~ For all **Short Circuit** non-gearbox **Karts** (except **Bambino**) only a **CIK-FIA** Homologated rear wheel protection homologated for 2022 or later is permitted unless otherwise specified in **Class or Championship Regulations**.

~~20.2. For all Classes except 210 National and Superkart 250 Mono a CIK-FIA Homologated rear wheel protection in accordance with the CIK-FIA regulations may be used in lieu of a rear bumper.~~

~~20.3.2.~~ For all gearbox **Classes** where a **CIK-FIA** Homologated rear wheel protection is not used a rear bumper to gearbox rear bumper regulations (**Art.25**) must be used.

#### 20.4.3. ~~The rear bumper~~ **wheel protection must:**

- a. ~~Be constructed from magnetic Steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm~~ Under no circumstance be located above the plane defined by the top of the rear wheels.
- b. ~~Consist of a minimum of a single horizontal tube with outer extensions forming a closed loop with two link tubes to the Chassis Frame anchorage points (as per App.9 Drawing 3 Diagram 1) at least 450mm apart at any point. The radius of the outer extension is free but it should not be less than 2.5 times the tube outside diameter~~ **Not comprise cuttings or openings other than those homologated.**
- c. ~~Have its tube and uppermost extension element between 160mm and 200mm above the ground in dry configuration~~ Be fastened to the **Chassis Frame** by at least two points using supports homologated with the protection. These supports must be mounted (including by means of a flexible system) on the two main tubes of the **Chassis Frame**. This support, but not the rear wheel protection itself or the support it is mounted to, can be secured with a cable or cable tie to the **Chassis Frame**.
- d. ~~Have its upper tube and extension loops made from a single piece of tubing.~~

- ~~e. In side view have a rearward rake of between 20 and 45 degrees to the vertical (see **App.9 Drawing 3 Diagram 3**).~~
- ~~f. Have an overall width not exceeding the rear width of the **Kart** at any time (measured to the outside of the rear wheels or tyres whichever is the greater).~~
- ~~g. Cover at least 50% of each rear wheel / tyre at all times.~~
- ~~h. Have any attachment fasteners made of high tensile **Steel**.~~
- d. Have any studs with more than three threads protruding from the rear of the **Kart** covered with appropriate nuts caps or suitable protective cover.
- e. Have a gap between the front of the rear wheel protection and the surface of the rear wheels of 15mm minimum and 50mm maximum.
- f. Have a ground clearance of 25mm minimum and 60mm maximum in at least three spaces of a 200mm (180mm for Cadet and Inter) minimum width, located in the extension of the rear wheels and the centreline of the chassis.
- g. Have a rear overhang of 400mm (370mm for Cadet and Inter) maximum.
- h. Have a width of minimum 1340mm (1040mm for Cadet and Inter) and maximum that of the overall rear width, at any time, in any condition and under any circumstance.
- i. In all conditions, be in line with the outside of the rear wheels (not applicable to Cadet and Inter).
- j. Have the two adjustable outer parts in a colour that is clearly different from the main part of the rear wheel protection (not applicable to Cadet and Inter). This can be done by a dedicated sticker kit or by different colour plastic.

**Date of Implementation: 01 January 2026**

**Reason:** Simplification of rear wheel protection requirements – reducing from three options (steel, older-style CIK-FIA and newer-style CIK-FIA) to just one option for non-gearbox karts (newer style CIK-FIA). These rules align with current CIK-FIA rules for the newer-style rear wheel protection. Libre and legacy classes will still be permitted the use of the original steel rear bumper and older style CIK-FIA rear wheel protection via Class Regulations.