



2025 KART RACE CHAMPIONSHIP SPORTING & TECHNICAL REGULATIONS

2025 – FP4 World Formula Championship

1. SPORTING REGULATIONS – National Competition Rules

1.1 Title & Jurisdiction:

The FP4 World Formula Championship is organised and administered by FP4 Kart Club in accordance with the Motorsport UK National Competition Rules (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations.

Motorsport UK Championship Permit No.		Status: Kart Clubman
Motorsport UK Championship Grade	D	Type

1.2 Officials

1.2.1 Championship Co-ordinator: Alan Jacques

1.2.2 Eligibility Scrutineer: Mr Kelvin Nicholls

1.2.3 Championship Stewards: Any 3 , Mr Chris Kelly , Mr Alan Jacques, & Mr Lewis Beckingham.

1.3 Competitor Eligibility:

1.3.1 Entrants must be fully paid up valid membership card holding members of the FP4 Kart Club 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.



1.3.2 Competitors must be a minimum of 15 years of age, turning 16 in the year of competition, in line with the Motorsport UK regulations. They must also be in possession of a valid Motorsport UK Entrants Licence, Kart Clubman Licence as a minimum.

1.3.3 A minimum driver weight is required for any driver below the age of 16 competing in a Senior Category, with the exception of International ITE licence holders. This weight is defined in individual Class Regulations.

1.3.4 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.

1.3.5 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:

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;

- (a) hold a valid Motorsport UK Entrant licence;
- (b) have at least £5 million Public Liability Insurance;
- (c) uphold the values of the Respect Code and all applicable Motorsport UK policies and guidance;
- (d) 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;
- (e) 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 suitability check supplied through Motorsport UK;



(f) 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;

(g) 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.

1.3.6 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)

1.3.7 All necessary documentation must be presented for checking at all rounds when signing on.

1.4 Registration:

1.4.1 Registration for FP4 World Formula Championship is automatic when membership is accepted to the FP4 Kart Club and when all of the driver details have been correctly entered into the FP4 Alfa Timing account.

1.4.2 To register an entry for a round, a member should register and pay for that round via the FP4 Alpha Timing system. The fee for each round is displayed on the FP4 Alpha Timing system.

1.4.3 Closing date for each round is determined by the host club and will be communicated via the FP4 Alpha Timing system or the FP4 Facebook messenger chat. Where late entry is possible, subject to committee discretion, a fee of £20.00.



1.5 Championship Rounds:

1.5.1 Championship Rounds will be published on the club website and also detailed below.

- Round 1 - Dunkeswell - 22/23 February 2025
- Round 2 - Three Sisters - 29/30 March 2025
- Round 3 - Buckmore Park - 12/13 April 2025
- Round 4 - Rissington Kart Club - 3/4 May 2025
- Round 5 - Shennington - 14/15 June 2025
- Round 6 - Forest Edge - 5/6 July 2025
- Round 7 - Bayford Meadows - 16/17 August 2025
- Round 8 - Clay Pigeon Kart Club - 13/14 September 2025
- Round 9 - Camberley Kart Club - 25 October 2025

1.6 Scoring:

1.6.1 Championship Points will be awarded for all drivers as part of the 165kg (main) championship. Additionally any driver entering the 179kg category will also be issued a separate finishing position for only drivers in that class. Points will be awarded as below for the finishing position achieved in the heats and the final. Each driver will score points if they have completed 50% of the race laps.

(Rounded up, so if 11 laps completed by the leader then 6 laps count as 50%)

Points for the heats will be awarded as follows: 1st 30 points, 2nd 28 points, 3rd 26 points, 4th 25 points, 5th 24 points, 6th 23 points, 7th 22 points, 8th 21 points, 9th 20 points, 10th 19 points, 11th 18 points, 12th 17 points, 13th 16 points, 14th 15 points, 15th 14 points, 16th 13 points, 17th 12 points, 18th 11 points, 19th 10 points, 20th 9 points, 21st 8 points, 22nd 7 points, 23rd 6 points, 24th 5 points, 25th 4 points, 26th 3 points, 27th 2 points, 28th 1 point, 29th 1 point, 30th 1 point.

Points for the final will be awarded as follows: 1st 40 points, 2nd 35 points, 3rd 31 points, 4th 28 points, 5th 26 points, 6th 25 points, 7th 24 points, 8th 23 points, 9th 22 points, 10th 21 points, 11th 20 points, 12th 19 points, 13th 18 points, 14th 17 points, 15th 16 points, 16th 15 points, 17th 14 points, 18th 13 points, 19th 12 points, 20th 11 points, 21st 10 points, 22nd 9 points, 23rd 8 points, 24th 7 points, 25th 6 points, 26th 5 points, 27th 4 points, 28th 3 points, 29th 2 points, 30th 1 point.



A further 2 points will be awarded for the fastest lap in the final.

1.6.2 A driver may count a maximum of seven out of the nine qualifying rounds in the Club Championship points total. (see also 1.6.3 Here-of).

1.6.3 Should it be necessary for any championship races to be cancelled for whatever reason, then the rounds will be counted as follows:

One cancelled round – Number of rounds scored less one

Two or more cancelled rounds – Number of rounds scored less one

1.6.4 In the event of a points tie after the final round, the position will be determined by the competitor with the highest number of first places in finals, then successively descending positions will be used to decide the Winner. If this still results in a tie the results from the last round will be used to determine the final championship positions.

1.6.5 Event Penalties: Should any driver be totally disqualified from a meeting for any reason they cannot drop that round, it will count as one of their total results. Motorsport UK general regulation Ch2 App 8 Art 2.3 & 2.4 will apply.

1.7 AWARDS

1.7.1 Awards will be made at each round, according to the ratio used by the hosting venue. (Expected to be at a ratio of 1 trophy per 5 entries in total).

1.7.2 Championship trophies will be presented at a date and venue, which will be advised later. Trophies will be awarded for 1st, 2nd & 3rd places in each class, where 8 or more competitors are regularly competing in that said class.

1.7.3 Championship and round awards will be restricted to cups and trophies; no bonuses or prize money will be offered.



2.0 SPORTING REGULATIONS-JUDICIAL PROCEDURES

2.1 ROUNDS

2.1.1 All judicial procedures will be in accordance with Ch18 App 6 Art1 of the current Motorsport UK Yearbook.

2.2 CHAMPIONSHIP

2.2.1 All judicial procedures will be in accordance with Ch18 App 6 Art 1 of the current Motorsport UK Yearbook.

2.3 By registering for the Championship all competitors, and their associates, commit to the Motorsport UK Race and Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.

2.3.1. 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.

2.3.2. 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.

3.0 TECHNICAL REGULATIONS

3.1 All karts must comply with the current Motorsport UK NCR Regulations, Technical and Safety Requirements.

3.2 Club Championships will be for the following classes:



3.2.1 Kart Clubman (World Formula). Complying with Motorsport UK Senior Kart Clubman regulation Ch 18 Art 12 as published on the Motorsport UK Yearbook.

3.3 Tyres.

Dry: **Maxxis Sport** **Front 10 x 4.5 x 5, Rear 11 x 7.1 x 5**

Wet: **Maxxis SLW** **Front 10 x 4.2 x 5, Rear 11 x 6.0 x 5**

A maximum of 2 sets of Maxxis Sport slick tyres may be used per calendar racing year. These will be issued by the club and barcode controlled via the FP4 Alpha Timing System. Only issued tyres that bear the mark with the club's logo, laser etched into the sidewall of the tyre may be used. The second set will not be available for use until agreed with the members and communicated via the committee.

For the avoidance of doubt, Only issued, barcoded, slick tyres may be used on Sunday (raceday). Unregulated tyres can be used for Saturday Practice. Wet tyres remain unregulated although they must be Maxxis SLW's.

For any member joining the championship mid year, the competitor will be responsible for presenting their issued tyres at a wear depth approved by the committee. This measurement will be taken using a selection of at least 3 members current tyre wear depth.

Punctures. In the unlikely event of a puncture, only the affected tyre may be replaced. This tyre must be presented to the committee for approval before use and used to the same level as the previous paragraph.

Any new or replacement tyres may only be purchased through the club at the competitors expense, or as part of the yearly membership fee.

3.4 Weight.

165kg Class: 165kg Minimum including driver at all times.

179 kg Class: 179kg Minimum including driver at all times

All drivers will be entered and remain in the 165kg class at all times.



A driver may also choose to enter the 179kg class, all karts in this class must run showing white numbers on a red background and with a minimum weight of 179kg. If at any time during the season a driver drops below 179kg he will be removed from this championship. A driver must declare their initial class when joining the club.

For Drivers under 16, the minimum driver weight is 53kg in 165kg class, and 58Kg in 179kg class

3.5 Engine. The only eligible engine permitted is the CIK homologated Briggs & Stratton World Formula engine.

3.5.1 Engine Modifications: The engine and its ancillaries must be Briggs and Stratton genuine parts and may not be modified in any way except as stated here:

Exhaust silencer. A standard TKM type silencer (with only One exhaust outlet) or the RLV short bore exhaust are the only models permitted. These must be un-modified with baffles in place.

Exhaust manifold. From the engine to the silencer must be covered with a shroud. This is to prevent burns.

Air Filter rain covers. A B&S or Non-B&S Rain Sock may be used as long as the original filter is in place in its original position.

Starter motor and battery. Starter motor and battery are optional fitments. If the starter motor is fitted then the Briggs & Stratton third support bracket is mandatory. If the starter motor is removed then it is mandatory to fit a blanking plate.

3.5.1.5 Coil. The standard red magneto coil with a rev limiter of 7200rpm may be replaced by a blue coil Briggs & Stratton part number 555681, which limits the rpm to 12,000.

3.5.1.6 Crankcase pressure relief valve is permitted – a stock item from Briggs & Stratton.



3.5.1.7 The replacement of external fasteners with non-Briggs & Stratton parts is permitted so long as they are compatible and do not compromise safety or increase performance. Fasteners may be drilled and lock-wired. The use of helicoil or inserts to repair damaged threads is permitted.

Bore and stroke must remain as standard, subject to manufacturer's tolerances. Over-boring of the cylinder (up to 0.30") is permitted to extend engine life. Only original Briggs and Stratton parts may be used.

Camshaft. The standard .308 max. lift ground cam camshaft and valve setup must be retained. Only standard Briggs & Stratton valve springs are permitted.

Ignition Timing. Ignition Timing must be unaltered from standard. No modification of the keyway to the flywheel is permitted

Carburettor. The Walbro PZ 26 is the only carburettor used. The carburettor must be standard throughout. Jetting and needle valves may be changed. A catch tank must be used to collect fuel from the carb overflow and oil from the rocker cover breather.

Air Inlet. Air inlet supplied with the World Formula engine must be unmodified and used with its original supplied filter in place. No modification, porting, polishing, extensions or adapters to facilitate air or gas flow into the carburettor is allowed.

Air Filter. Only the stock 'green' air filter only which must be attached directly to carburettor

Cylinder Head may be skimmed to a minimum head thickness of 2.415". This allows for around 0.016" to be removed for truing of the head depending on the starting thickness at manufacturing. The head must be measured at the point shown in our Post Race Inspections sheet (appendix 3) and with an appropriate micrometre.



Cylinder Head Gasket may be replaced with the Cometic alternative measuring 0.045 only.

Piston pop up minimum 0.010" and maximum 0.025" above block surface in the centre of the piston.

Oil levels must be at a minimum of 400 ml at the end of the race session.

Clutch. Only the Titan clutch is allowed as supplied and unmodified. Clutches may be run with any of the three different colour springs available from Briggs & Stratton

Either 16 & 17 tooth sprockets may be used.

3.15 Transmission. Direct from engine to axle via a single length of 219 chain.

3.16 Gearing. The Gearing limits are issued by the club for each circuit to avoid over-revving. Gearing up to these limits is open. (See Appendix 2)

Red coil gearing is open as the coil itself limits over revving.

Drivers must make their sprocket sizes available for easy inspection on race days.

3.17 Spark Plug Changing the spark plug to an NGK Iridium spark plug is permitted, no modifications to the plug core are permitted.

National Competition Rules

4.0 The World Formula regulations are in addition to the National Competition Rules which can be found in the Motorsport UK yearbook.

4.1 All Karts must comply with the Motorsport UK technical regulations Section Ch 18 App 8 of the Motorsport UK Bluebook.

4.2 General Chassis regulations are found in Section Ch 18 of the Motorsport UK yearbook including the requirement for brake and sprocket protectors.



- 4.3** Bodywork must conform to Motorsport UK Yearbook regulations for non-gearbox karts. The CIK-homologated detachable front fairing mounting kit is not mandatory.
- 5.0** Fuel must be Pump Fuel (Motorsport UK NCR Ch 18 App 8 Art 14). No additional additives are allowed. The fuel system must also be vented (open to the air) to an expansion tank.
- 6.0** The organisers reserve the right to remove an engine or its ancillary components, in order to check its compliance with the regulations.
- FP4 Kart Club committee may also exercise the right to request the Eligibility Scrutineer.

Deliberate and Active Compliance:

Competitors are expected to be deliberate and active in complying with these rules. An unintentional violation may still be considered a violation when effort to adhere to the rule is not clearly evident.

For example: A racer has a part that is not in direct violation of a spec but for whatever reason is not in clear conformance. He chooses to run that part rather than a new stock part. While the legality of the part might be in question, that question is answered by the fact that the driver deliberately chose not to run a clearly legal new stock part, thus will be subject to disqualification.

Eligibility Scrutineering

Drivers must be aware that spot checks by the host club's eligibility scrutineer will be made during a race day.

If any discrepancy is found, it will be reported to the committee members.



In addition, the FP4 Committee may also carry out checks including weight, gearing and general safety.

The driver may be allowed to continue to race on that day, but action will be taken after the event. If a trophy has been awarded to a competitor with non-compliant engine, components, kart or tyres, it will need to be returned.

If a driver wishes to challenge the legality of a fellow competitor's engine, there will be a fee of £120. The engine will be removed by a committee member and sent to an Motorsport UK scrutineer who will dismantle it to establish legality. Appropriate disciplinary action will be taken if non-conformance is established and that driver will need to pay £120 to have the engine returned. That money will then be returned to the challenger. If the engine is found to be legal, it will be returned to its owner and the challenger will forfeit the fee.

See appendix 1 for Race with Respect

See appendix 2 for Gearing Chart

See appendix 3 for Post Race Inspections

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
- Fair Play
- Integrity
- Good Manners



- Self Control


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.

Appendix 2

FP4 Gearing

 BLUE COIL GEARING TABLE		Maximum Gearing *			
		165kg Class		179kg Class	
		16 Tooth	17 Tooth	16 Tooth	17 Tooth
Shenington		TBC		TBC	
Clay Pigeon		66	71	68	73
Camberley		73	78	75	80
Lydd		66	71	68	73
Rissington		69	74	71	76
Forest Edge		70	75	72	77
Dunkeswell Raceway		70	75	71	77
Bayford Meadows		73	78	75	80
Three Sisters		TBC		TBC	
Buckmore Park		71	76	73	78

*One Tooth May be added per 7KG over Minimum 165kg
For the avoidance of Doubt:
172kg = 1 extra Tooth / 179kg = 2 extra Teeth / 186kg = 3 extra Teeth
A maximum of three teeth from the advertised 165kg class gearing, may be added if the driver weight allows.

1 Tooth may be added per 7 kg over the minimum 165kg up to a maximum of two teeth.



For the avoidance of doubt, in 165kg class:

172kg minimum weight = 1 extra tooth may be added

179kg minimum weight = 2 extra teeth may be added

In 179kg class:

186kg minimum weight = 1 extra tooth may be added

A maximum of three teeth from the advertised 165kg class gearing, may be added if the driver weight allows.

The FP4 Committee will monitor the effectiveness of the gearing to ensure fair competition and protect engines from high revs and reserves the right to change the gearing table and weight to extra tooth gearing regulation.

Red Coil - Gearing

The red coil limits the engine to under 7200 revs and gearing is open and without restriction.

Appendix 3

Please refer to FP4 Post Race Inspections via the download page of our website. <https://fp4karting.co.uk/downloads>

Date :- 13/02/2025

Signed :- Alan Jacques

A handwritten signature in blue ink, appearing to read 'Alan Jacques', written on a light-colored, textured surface.