






## TECHNICAL BRIEFING NOTES – 2025 SEASON

-  NEW Pre-Event Safety Scrutineering Procedure
-  Karts – General safety and scrutineering preparation
-  Helmets – General safety and scrutineering preparation
-  Clothing – General safety and scrutineering preparation
-  Service Park




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## NEW Pre-Event Safety Scrutineering Procedure





Scrutineering Documentation utilises a new system for 2025. The previous TrakEntries scrutineering form does not need to be completed – there is no longer any pre-filling of information required.

Pre-Event Safety Scrutineering follows a strict schedule as detailed in the official timetable. Competitors must stick to their allocated slots to ensure smooth processing.





### What to Bring to Pre-Event Safety Scrutineering:

-  **Complete, assembled kart** with all parts correctly fitted (including engine, but not wheels).
-  **Second engine** (if registering two engines, bring both to scrutineering).
-  Drivers should present **all racewear** intended for use (wet and dry helmets, suits, gloves, boots).

### Key Pre-Event Safety Scrutineering Steps:

-  Chassis and engines will have secure **barcodes** applied where relevant.
-  **Scrutineering Document** will be auto-filled, combining entry info with scanned equipment and Competitor/mechanic will **sign to complete**.
-  Changes to equipment (before Qualifying Practice) must be made at scrutineering:
  - **Engine Change:** Present the new engine for barcode recoding/application.
  - **Chassis Change:** Present the fully assembled kart for inspection and barcode application.
-  Competitors should cross-check all information to confirm accuracy prior to the closing time.





### During the Event:

-  **Equipment scanning** (e.g. engine, chassis, restrictor) at the Entrance Gate begins from Qualifying Practice onward to ensure only registered equipment is used.
-  Competitors must **maintain barcode stickers**. Missing or damaged barcodes are treated as missing seals.
-  Some harsher cleaning products (e.g. carb cleaner) may damage the barcode, take extra care. **Protecting barcodes** with clear tape or lacquer spray over them is acceptable.
-  If a seal is damaged or removed on track, competitors must report it to scrutineers **before leaving Parc Fermé**. Once the kart exits Parc Fermé, no rectifications can be made.

## Karts – General safety and scrutineering preparation





### Bumper and Bodywork Homologation

There is a new list of CIK-FIA homologated bumper and bodywork for 2025 – equipment from this list is mandatory for the British Kart Championships.



-  **Good news:** Many items from last year have been re-homologated, so you can still use them.
  - For example, the **508** bodywork is re-homologated alongside the new **509**.
-  **Front Fairing & Nassau panel:** They don't need to match in homologation – mix and match as needed.
-  **Important:** The bumper bar and associated bodywork must share a common homologation number.
-  The full list of 2025 homologated CIK-FIA bumpers/bodywork:
  - [Group 3](#) (Cadet/Inter classes)
  - [Group 2](#) (Junior/Senior classes)

### Ballast and Battery Tray Attachments

2025 rules for attachment of **ballast** to karts ([NCR Ch.18 App.8 Art.31](#)):

-  Maximum of **5kg** – and at least **two M8** bolts – per attachment
-  **Washers** must be used on the seat where ballast is attached (min. 20mm dia. x 1mm thick)
-  **Important:** Ballast can no longer be attached to floor trays
-  It **can** be attached to auxiliary parts (e.g. pedal kits) but those parts also need the **minimum 2x M8 bolts**.






2025 rules for attachment of **battery trays** to karts ([NCR Ch.18 App.8 Art.34.11](#)):

-  Must be welded to the chassis or attached with at least **two M8 bolts** or **four M6 bolts**
  - Combining the two is acceptable (e.g. one M8 and two M6)
-  **No single-bolt attachment** – additional attachments (like a clamp) are required if the chassis has only a single-bolt lug.

## Helmets – General safety and scrutineering preparation

### Helmets

All helmets (wet and dry) must be presented for safety scrutineering.


-  **Interior checks:** Moisture and heat can damage the foam. Direct heat for drying helmets is best avoided, and if done should only be with dedicated helmet dryers at low settings. Hardening, brittleness, or damage to the foam will result in rejection and impounding.
-  **Label checks:** Damaged or unreadable Standard labels, including shrivelled ones, are a sign of damage and could lead to rejection.
-  **Exterior checks:** Any damage reaching the helmet shell = rejection. Minor damage to the outer coatings may be allowed, but you may be advised to protect it to prevent further issues.
-  Helmets must have the **correct Motorsport UK sticker** (on the right ear area). If missing, you'll need to purchase one for £2.50.
-  After passing scrutineering, your helmet will get a **free Event-specific sticker**. This is required for entry to the Service Park after pre-event checks.

## Clothing – General safety and scrutineering preparation

### Mandatory Clothing – Race Suits, Gloves and Boots

All mandatory racewear that may be used during the Event must be checked, bring it all with you to scrutineering – it'll help keep it smooth and stress-free! To avoid delays or your kit being impounded, make sure everything is: clean, undamaged, fully compliant with regs!


#### Race Suits

 **Counterfeit race suits** are a real safety concern. Only buy from trusted motorsport retailers and avoid sites like eBay. Not sure? Ask a member of the team in scrutineering – we're here to help!


- **Check your suit:** CIK/FIA labels must be embroidered into the collar. If it's stitched on, printed, or heat-transferred, it's a fake (examples below).



- Poor embroidery and spelling mistakes are also red flags.
- Suspected counterfeits will be **impounded** and sent to Motorsport UK.

 **Race suit condition matters.** Even genuine suits must be in good shape. Scrutineers will check for wear and damage.

- Small holes if directly covering the rib/body protector *might* be allowed – but only if repaired as directed by scrutineering. Acceptance is always at the discretion of the scrutineer. If allowed, that race suit is only valid for that Event and must be replaced before the next.
- **Large holes or tears** anywhere else = instant rejection. The suit will be impounded and can't be used.

 **Be prepared:** You must have at least one race suit passed by scrutineering. Return with another race suit for checking if needed.

#### Gloves and Boots

 All gloves and boots will be checked for damage and overall condition.

- **Holes, tears, or anything unsafe** = rejection and impound for the Event.
- You must have at least **one approved set** of gloves and boots. Bring spares if needed – you might have to come back with replacements.

## Service Park

### Service Park Entry

To keep things moving smoothly at the entry gate, always follow Officials' instructions and check the following:

#### **Barcodes:**

- Must be clean, readable, and not hidden.
- Engine seal barcodes (e.g. Rotax, Honda) should face outward wherever possible.


#### **Front Fairings:**

- From **Non-Qualifying Practice onward**, front fairings **must be dismantled** before arrival at the gate.
- They'll be checked for damage – **holes or cracks are NOT allowed** (except the original central hole) and the front fairing will be **rejected and impounded**.
- **Repairs are not allowed** under FIA rules – any repaired front fairing will be **rejected and impounded**.
- Mounting blocks must be clean and undamaged – cracks or excessive wear = rejection.
- **Be prepared:** A replacement front fairing and/or blocks will be required if impounded.

 **Reminder:** The Championship Official at the gate has the final say.

### Service Park


The Championship Official in the Service Park is in charge – follow their instructions at all times to keep things running smoothly.

 Random checks will be carried out on: rear width, bumper/wheel alignment, front bumper gaps, championship stickers etc.

- If you're asked to make adjustments, follow this instruction prior to Pre-Grid access.

 **Engine starting** is limited to **5 seconds max**, with **no excessive revving**.

- One verbal warning may be given – a further offence will be referred to the Stewards.

 In some cases, if you are required to run controlled components for a session you may be allowed early access at the Official's discretion

- Only go where directed and await further instructions