

Lydd Kart Circuit
Junior and Senior Honda
Technical Regulations 2026

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Section 1. Introduction

1.1. Lydd Kart Circuit (LKC) has formulated these basic regulations to encourage low-cost competition as an entry level for Junior (the calendar year of their 12th birthday until their 16th birthday) and Senior (the calendar year of their 16th birthday) competitors into motorsport. These karts will be permitted to compete, in their own specific classes, at the Company's Independent Kart Racing (IKR) events. It is the intention of Lydd Karting to make these customer friendly regulations and welcome constructive comments and suggestions to improve the formulae. Consequently, these Technical Regulations may be changed, clarified, varied or amended at the discretion of the Clerk of the Course (CoC) and or LKC following consultation with the competitors. If a change is made adequate notice will be given so that Drivers/Mechanics and teams can make changes to comply with the new rules and regulations. Any changes will be notified on the LKC Website (See <https://www.lyddkartcircuit.com/>) Matters affecting safety will take immediate effect.

Whilst these regulations are intended primarily for the race events detailed at 1.2 below, they will also be applied, as appropriate, by Lydd Karting Ltd on any pre-race practice days or open practice days.

If a competitor has any doubts or questions regarding competing in this series of races please ask do not assume!

1.2. The 2026 Lydd Karting, IKR Series Race events will take place over the weekends of:

Saturday 11th/Sunday 12th July 2026
Saturday 5th/Sunday 6th September 2026
Saturday 10th/Sunday 11th October 2026
Saturday 7th/Sunday 8th November 2026

1.3. It should be noted that the following Technical Regulations are specific to these Junior and Senior Honda classes and apply only for the kart itself. All other sporting and safety regulations as detailed in the 2026 Lydd Kart Circuit Championship, Sporting and Technical Regulations will apply to these classes.

Section 2. Kart Technical

2.1. Chassis.

All Chassis must be “full-size” (No 950 mm/mini or 900mm/cadet chassis) as currently homologated and comply with the appropriate CIK, regulations for Group1 or Group 2 chassis as applicable at the time of their homologation. Karts must use Right Hand mounted engines (as viewed in the direction of travel by the driver sitting in their seat) and comply with the following dimensions:

Wheelbase: 1010.0 - 1070.0 mm.

Track: at least 2/3 of the wheelbase used.

Track width: maximum 1400.0 mm.

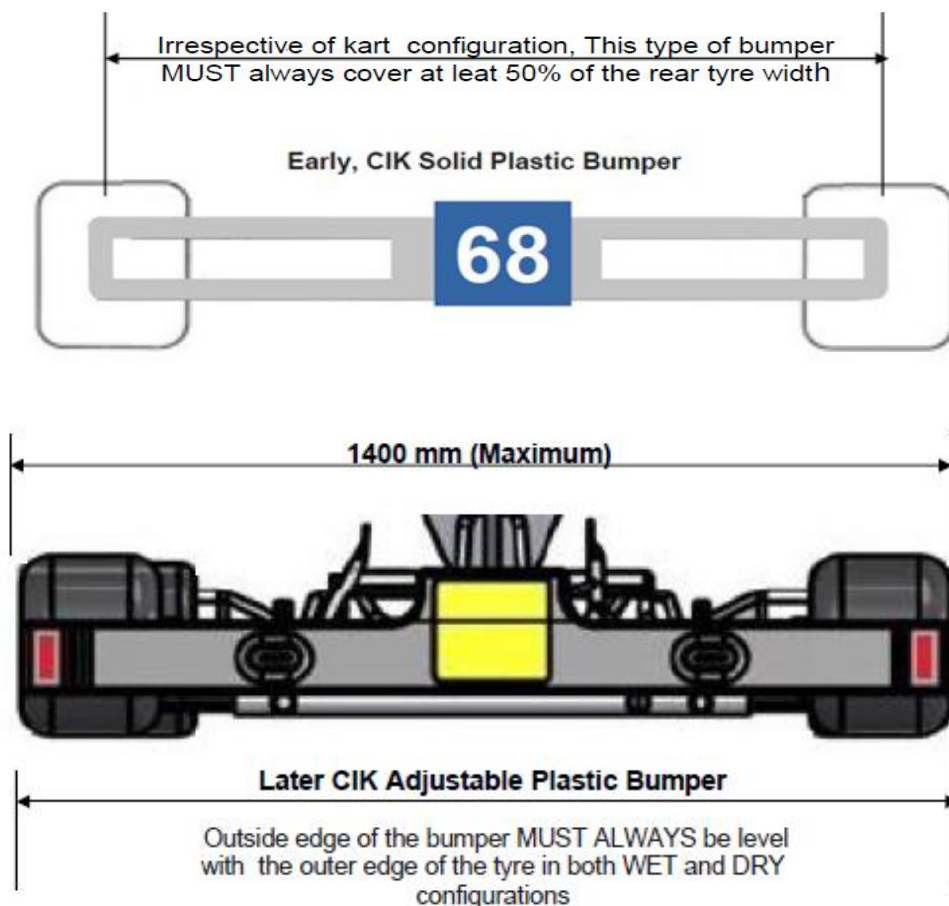
Height: 650.0 mm maximum from the ground, without the seat

(The chassis must respect at all times the dimensions given.)

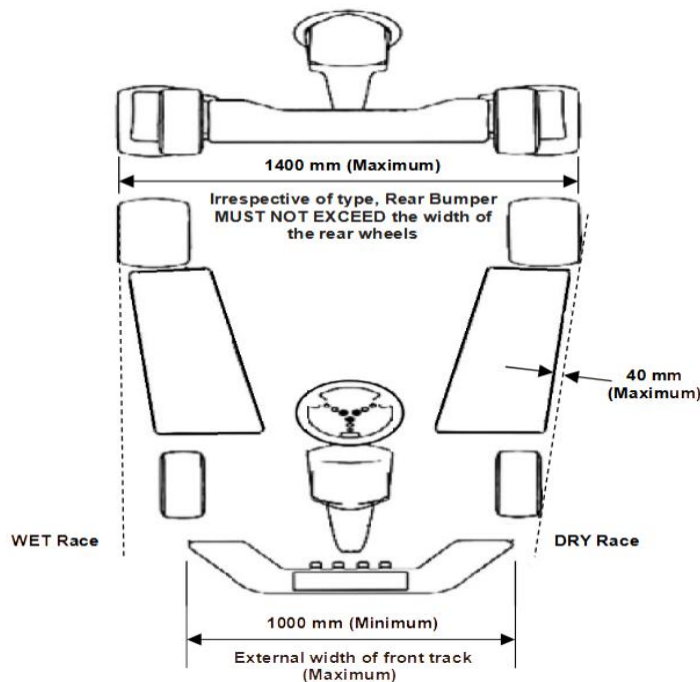
Note the use of exotic materials such as Kevlar, Carbon Fibre Ceramic or Titanium etc. is prohibited for any part of the kart other than the seat or floor tray. Similarly, the use of pure magnesium on any part of the kart, including the wheels is prohibited.

2.2. Bodywork.

The kart must be fitted with a current, CIK homologated Nassau Panel, Drop Down Nosecone, Side pods, and Plastic Rear Bumper. Rear Bumpers of the fixed solid plastic type should always cover A MINIMUM of 50% of the width of each rear wheel at ALL times with the kart in both WET or DRY configuration. The rear bumper should never exceed the width of the kart, this being the width of outer edge of the rear wheels/tyres at the time the kart is being raced.



2.2.1 Pods and Nosecones



In dry configuration a plane joining the outer edge of the front and rear wheels shall be no further than 40mm from the side pod.

The side pods must not be outside the outer edge of the rear wheels/tyres at any time.

Please be mindful of the above when changing from slicks to wets and wets to slicks

If in any doubt please ask the scrutineering team before the race

2.2.2. Numbers

Numbers must be legible throughout any race, qualifying or practice session and be of a contrasting colour to the background. Numbers must be fitted to the front, rear and each side of the kart.

2.3. Engine

One engine should be fitted for any official practice, qualifying or race. The engine shall be a Honda GX200 (GX200 QHQ4, 'GX200 QX3' or 'GX200 QX4') that has been sealed by any recognised engine builder for the class. (Typically, but not limited to, RPM Motorsport, Anderson-CSK, Monkey Motorsport, etc.). It is a competitor's responsibility to prove the bona-fides of their engine supplier, if requested by the Scrutineers. The engine must be equipped with a standard, unmodified, DEP exhaust and a recognised Noram or similar **Race** Clutch with 20 teeth, which should also be unmodified.

2.4. Drive Train

The rear axle must be of a magnetic material and a maximum of 50mm diameter. Drive should be by chain which must be enclosed fully by a chain guard. The axle mounted, driven sprocket should have 71 teeth. Gearing is fixed at 20:71

2.5. Wheels

Wheels must be one piece and of metal construction only. NO lightweight, full Magnesium, plastic or Composite/Hybrid wheels allowed.

2.6. Tyres (For both Junior and Senior Classes):

Dry Weather (Slick) Tyres	–	Maxxis Evo
Wet Weather	–	Maxxis SLW

2.7. Weight (of Kart and Driver)

At the completion of any race or qualifying session, each kart shall be weighed as directed by the Chief Scrutineer. The minimum weight should be:

Junior	-	135.00kg
Senior	-	160.00kg

If necessary, ballast may be carried on the kart. The maximum ballast that may be carried on the kart is 30Kg.

All ballast weights **must be secured by 2 fixings** e.g.8mm diameter bolts with self-locking nuts. Individual pieces of ballast must weigh no more than 5Kg.

Note: Combined pieces on the same attachment counts as a single piece. Ballast may only be secured to the actual frame of the kart or the seat.

2.8. Drivers Minimum Age

To be eligible to take part the following minimum age limits will apply.

Junior	-	The calendar year (January to December) of their 12 th birthday until their 16 th Birthday.
Senior	-	The calendar year (January to December) of their 16 th birthday