Rules & Regs.

Clay Pigeon Endurance Pro-Kart Series

The Clay Pigeon Endurance Pro-Kart Series at Clay Pigeon Raceway will be operated in accordance with the Series Regulations, the Series Sporting Regulations, the Series Technical Regulations (including the Honda GX160 Technical Regulations), and any subsequent Series updates.

Series Regulations.

Clay Pigeon Endurance Pro-kart Series
8 double header rounds.
Best 12 race-scores to count for Series overall results. If a team is excluded for a technical infringement (i.e tyres or engine) this round cannot be used as a drop round.

All dates - See website

Classes/Championships
EPS will run 2 classes - Prokart 160 & Prokart 200.
For Prokart 160 class 180 kg with one set of tyres per round if required. Yellow number plates with Black numbers on front and rear of kart. 20/64 Gearing
For Prokart 200 class 185kg with one set of tyres per round if required. Red number plates with white numbers on front and rear of kart. 20/64 Gearing

Series Officials
Series Organiser - Clay Pigeon Raceway
Series Scrutineer's - Jeff Johnson, Kelvin Nicholls, Clay Pigeon Raceway
Eligibility Scrutineer 200 Class - Clay Pigeon Raceway & RPM

Awards
Team trophies will be awarded 1 to 4 entries, 1 Trophy. 5 to 8 entries, 2 Trophies. 9 to 12 entries, 3 Trophies.
1st, 2nd and 3rd place trophies will be awarded for the overall Series in each class.

Other awards/ Sponsor prizes may be announced.
For all prizes, karts may be required to run a sponsor sticker below the front number plate or at any position at the discretion of the organisers to be eligible to collect awards prizes.

Series entry
Teams must inform the Organiser before competing.
Teams must have a name which may be company names or otherwise, but must not be considered by the organisers as offensive or rude.
Teams can request their preferred race number, however allocation of this may not always be possible. Numbers 0 to 5 will only be permitted to the previous year's overall results in the Elite Class.
Priority will be given in order of receipt of application to each series.

Race Procedure
It is the responsibility of all team members to have read and understood all the Series

regulations.
Each driver must sign a disclaimer before morning practice or qualify. This is deemed as their acceptance of all the Series Rules & Regulations.

Championship Points
Points for Each Class Championship will be scored as follows:
1st - 50 2nd - 46 3rd - 44 4th - 42 5th - 40 6th - 39
Less one point per position thereafter.
To be awarded points the kart must take the chequered flag.
Please see clarification below as to what constitutes a race finish.
Pole Position/per class +1 point.
Fastest Lap/per class +1 point (first team to set the fastest lap gains this).
In the event of a Series tie the greatest number of race wins, second places, and so on will be the decider, based on all championship events.

Clarification of what constitutes a race finish (and therefore points awards)

1. **The kart, with driver, must cross the finishing line and take the chequered flag, complete the slowing-down lap, and exit the track in the normal fashion to be weighed under its own power.**
2. **In the event of a technical failure on the slowing down lap, after taking the flag, the kart and driver must make their way to the weighbridge with no outside help other than one mechanic, with a trolley if necessary, but no tools or other equipment and under a marshal's supervision, in a time deemed reasonable by the CoC.**
3. **In the event of a repairable (in the pits) technical failure during the race, the kart can rejoin the race up to the moment that the pit-lane exit is closed (See #6 below).**
4. **In this instance, the kart must be under it's own power (not pushed or aided by another kart in any way), and in a safe condition.**
5. **If the rejoining of the race is to happen within the final 10 minutes, the CoC must be consulted.**
6. **The pit-lane exit will be closed as the winner enters the pit entrance slip-road after his slowing down lap. This will be controlled by the pit-lane marshal.**
7. **If this deadline is missed, the kart will be deemed to be a non-finisher, and will receive no points.**
8. **All of the above is subject to the CoC's discretion, who will make his decision based on the circumstances at the time, and considering the principles and ethos of endurance racing.**

It is also at the CoC's discretion whether or not to wait to allow a kart to take the chequered flag if, at that point in time, it is on-track and temporarily immobile. These details must be communicated immediately via a marshal's radio to the CoC, to allow him to make a decision.
Unless there are extraordinary circumstances, as a rule the kart will be automatically classed as a non-finisher.

Drivers Adjudicating Committee
The Clerk of the Course and Chief Scrutineer will be appointed for each event. The CoC will have full control over the event, his or her decision will be final on all sporting matters. Should there be any controversial item which is unclear in the Championship Regulations then the organisers will randomly appoint 3 team managers to form an Adjudicating

Committee who will vote to make a final decision on the day.

Transponders
Teams will be responsible for correct and secure fitting of transponders.
A fitment to the rear of the seat only.
Transponders can be hired on the day from Clay Pigeon Raceway for £10
Transponders must be attached during practice/qualifying and race. If transponders not attached karts will be black flagged and not allowed to return to the circuit until fitted.

Onboard Electronics
Onboard timing/data-logging is permitted.
FYI - Clay Pigeon track has 3 timing sectors, so equipment should be set accordingly.
Two-way radios & onboard cameras are permitted but may not be used for driving or organising/clerks decisions, unless deemed necessary by the organisers.

Drivers/Pitstops/Fuel-stops
Please note a pitstop may not unless a technical issue be within the first 5 minutes of the race and all pitstops must be completed before 10 minutes of the race end.
A minimum of 2 drivers per team is required. Each driver must compete a minimum of 25 minutes of each race.
Under certain circumstances eg. a force-majeure situation, at the Organiser's discretion, a one-driver team may be allowed to qualify and race.
Under certain circumstances eg. a force-majeure situation, at the Organiser's discretion, a driver may be allowed to drive for two teams.

Parc Ferme
Karts crossing the finishing line at the end of the last lap of the race may be directed into parc ferme.
No work of any kind is permitted to karts in parc ferme without the attendance of the Scrutineer or official.
A team member must stay with the kart.

Sporting Regulations

Series entry
Entry acceptance is deemed by the Organisers as acceptance by the competitor of, and agreement to, all the Series Regulations.

Clerk of the Course
The Clerk of the Course appointed for each event will have absolute jurisdiction, and his/her decision is final and binding on each team and every driver.

Penalties
Digressions from Race Regulations will be penalised in accordance with the List of Penalties below. Other matters will be at the sole discretion of the Clerk of the Course and may vary from a verbal warning to a driver, to exclusion of the whole team from the Championship.

Event Officials
A Clerk of the Course and Scrutineer will be appointed for each event. Deputies may also be appointed to assist.
The Clerk of the Course will have full control over the event including the imposition of penalties. If any matter arises that is not specifically prescribed in any of the series

Regulations, he may apply a ruling that is consistent with established principles in motor sport.
Alternatively, the Clerk of the Course may decide to apply his own or the track's ruling.
For matters that have been conveyed in writing, not during an event, teams have seven days from the date of publication to make a written submission to the Series Organiser, which will set out the cause of their disagreement.
If the team and the Series Organiser cannot agree, they will submit their respective cases to the Clerk of the Course either in writing or in person, as he may decide, and he shall make a ruling which shall be binding on both parties. If the Clerk of the Course agrees to hear the dispute in person he may restrict representation to one person per party.

Competitors Eligibility
Competitors must be eligible under all stated Regulations.
A competitor must satisfy the Clerk of the Course of his/her competence to race. The Clerk of the Course may exclude any driver whose practice times, or driving is unsatisfactory.
Competitors must comply with any particular requirement or byelaw of the Circuit. The minimum age of any competitor is 16* unless otherwise stated in the Specific Race Regulations. Drivers under the age of 18 must ensure that all paperwork is countersigned by a Parent or Guarantor who must be in attendance at the event and be available to attend with the minor if the driver is required to be interviewed by an Official of the event or penalised by the Clerk of the Course.
Any drivers found or suspected of having taken alcohol, or any drug on the WADA list of prohibited substances will be immediately excluded. This will also result in exclusion of the team.
Drivers under 16 may be permitted to race at the Organiser's discretion.

Definition of a 'team' and points scoring.
In order for a team to score points from one race to the next using the same team name, there has to be a 'core' of the same drivers.

In a small number of cases however, a team may have a 'rolling' list of drivers which may make the above difficult to conform to. This list must be communicated to the Organiser before the race event.
Any later modifications to this list, or any fundamental change to any team's driver line-up will be at the Organiser's discretion to enable continuity of points-scoring.

After liaising with the Organiser, a team can change it's name and keep their points, as long as the 'core' rule is adhered to.

Behaviour of Competitors
If a competitor or team member is accused of bringing the Sport into disrepute or uses abusive language, threatening behaviour, assault or threat of assault, or has driven dangerously or recklessly, they will be excluded from the event and the team will incur a 10 lap penalty.
For very serious indiscretions the whole team may be excluded from the event or series.

Apparel/Clothing
Drivers must wear suitable protective clothing whilst racing, complying with current or past MSA/ Motorsport UK standards.
All clothing must be in good condition free from holes, tears, etc., and to the satisfaction of the Scrutineer.

Kart race suits bearing current registration marks are acceptable, or one-piece leathers (or two piece provided the are securely "zipped" together). Drivers are advised to wear under garments that provide fire resistance. Race suits must be securely fastened and must be properly done up whilst racing. Waterproof over-suits may be used provided they are worn over an approved race suit. Proper racing boots are recommended, all footwear should provide ankle protection. Gloves, either fabric material or leather, must be worn. Neck braces and rib protectors are recommended.
Drivers must wear a crash helmet that fits correctly and complies with current Motorsport UK standards or similar and is correctly fastened at all times. Please contact the Organiser with any questions regarding helmet suitability. Competitors are required to keep their helmets on, fastened and their other protective clothing in place until they are clear of the boundaries of the racing circuit and it is safe to do so. Competitors must not carry bum bags, tools, weighted belts/shoes, or the like. In your own interests you are advised to remove from your person whilst racing, watches, coins, combs, jewellery or the like, and in particular ear rings. Long hair must be tied up and not be protruding from crash helmet or overalls.

Entries
Entries are done via the website www.claypigeonraceway.com/enter-race-meeting. Entries will still be taken on the day (no official closing date)

Entry Fee Refunds
Refund of entry fees are entirely at the Organiser's discretion, and may be subject to an administration fee.

Cancellation
The Organiser may cancel the event if the number of entries is insufficient to make the event worthwhile, or due to any other circumstances beyond their control.

Signing on
Upon arrival at the event, teams must report to Race Administration, comply with the Race Organiser's established procedure for signing on, and complete such paperwork as is required.

Scrutineering
Teams must make themselves available for the Scrutineer to inspect protective clothing and kart at any time.
The team must demonstrate the means of securing ballast by having the maximum with which it will race securely attached at this time.
The team and driver are responsible for ensuring the kart is in a condition that is suitable for the circuit conditions and speeds likely to be reached.

Briefing
All drivers, mechanics and team managers must attend a drivers briefing by the Clerk of the Course.

Qualifying
If, for any reason, a qualifying time is not recorded, the team will start from the back of the grid.

Grid positions
The team with the fastest lap time will be on pole position, and so on to the slowest lap

time which will be last on the grid. Karts will be lined up in grid formation. Only the driver and officials are allowed on the circuit from this time until completion of the race. Any team not in position at this time will start from the pit lane after the race start and join the race behind the last driver past the pit exit.

Starts
There will be a minimum of one formation lap.
When signalled to do so, the drivers will set off at a steady and even pace.
If, as they approach the start line, the Starter is satisfied with their relative positions and speeds, the Starter will drop the Union Jack or use red/green lights to start the race.
If the pace is too quick, or drivers are not in formation, the starter will not drop the flag or turn light to green, and the karts will complete another lap in formation and approach the start-line again..
Weaving, falling back in order to accelerate, or practice starts on the rolling laps are not permitted.
If two or more karts collide due to impermissible activities, all karts involved will be penalised.

Following a loss of position, this can be regained with great care.

Timing and lap scoring
Timing and lap scoring will be computerised, utilising electronic transponders securely fixed to the rear of the seat of each kart. Any person found attempting to tamper with this equipment will be excluded, along with their team.
In the event of failure of the timing system the race will be stopped. The re-starting order will be the last available 'saved' race order. Teams are responsible for monitoring the lap scoring system and notifying the Race Organiser of any malfunction.
All pit-stops are logged electronically, and will show on the timing screen.

Flag Signals
Competitors are reminded that all flag signals must be obeyed and a list of flags is shown below.

Retirements on track
Karts which have had an accident or mechanical breakdown must be returned to the pit area, no repairs to be undertaken on track.
If not able to be driven they shall be pulled to a place of safety, clear of the race traffic so as not to necessitate a yellow flag.
If a team member who is not driving, but may have to go 'trackside', they must sign on at Race Control.
Under no circumstances are karts to be pushed back to the pit area along the circuit.
Subject to obtaining prior consent of the Clerk of the Course or a Marshal, other signed-on team members may be permitted on the circuit to assist with the recovery of the broken kart which may be pushed on a trolley or carried alongside the track edge (in the same direction as the race unless otherwise directed) but only when that sector of track is controlled by a yellow flag.
Where and when possible, there will be a recovery marshal present (with a trolley), and his/her instructions must be complied with. Otherwise, it is the team's responsibility after consulting the CoC.

Procedure if a kart breaks down during qualifying or the race.

The kart (and trolley if necessary) must enter the pits with great care by means of the pit exit.
Any parts that have become detached, must return with the kart to be weighed. During weighing procedure the weighing of the kart must not impede any kart being or waiting for their own weight check. If this is not possible, the CoC's decision will be final.
The team must report to the pit-lane marshal, who will accompany/supervise the kart to the weighbridge where it will be weighed.
Before weighing, no work that would potentially add weight to the kart can be carried out. This naturally includes re-fuelling.
Following weighing, the team is free to address their mechanical problem, and rejoin the race.
Leaving the circuit at any point other than the pit exit, or not following the aforementioned weighing procedure, will attract a penalty of 10 laps. **
**** There is only one exception to this rule - If the accident/breakdown is near to the pit entry, it is permitted to leave the circuit by means of the pit entry lane, only if it is safe to do so, with great care and under a yellow flag. In this case it is unnecessary to involve the pit-lane marshal.**
If the kart is still on the circuit after the chequered flag, other regulations also come into play, all of which at the discretion of the CoC.

Refuelling Stops
Refuelling during racing is an essential part of endurance racing and the following rules are to effect minimum risk to drivers and others in the location whilst refuelling is carried out. These rules must be strictly adhered to and the penalties noted in the List of Penalties reflect the seriousness of the Organiser's views. Under no circumstances is anyone allowed in the designated refuelling area. This is a strictly No Smoking Area and is an area prohibited to the public or teams, team members/competitors.
1. Only fuel (which has been purchased from local sources as "unleaded petrol") shall be permitted to be used. Octane boosters or other additives are not permitted and fuel samples may be taken and tested at any time.
2. Refuelling must only take place within the area designated by the organisers as the "refuelling area/bay".
3. The driver will bring the kart to the refuelling area at walking pace. The driver will stop and switch off both engines before alighting from the kart, removing the fuel tank cap, placing it in the kart seat and pushing the kart into final position. The driver or another team member must then hold a fire extinguisher (provided by the Organiser) and be ready to use it.
If the latter is not complied with, the Marshal will not fuel the kart.
4. The Organiser's Fuel Marshal(s) will fill the tank. Until the fuel cap is replaced, the driver is to remain in readiness with the fire extinguisher. When signalled the driver will replace the fire extinguisher.
He/she may then push the kart forward out of the refuelling bay. Once clear of the designated refuelling area, he/she may replace the fuel cap, restart the engines and, after seating, continue with the race.
5. No work to the kart, or a driver change is permitted in the "refuelling area/bay". This includes weight changes.

Repairs/driver changes
Repairs may only be carried out in the designated pit area. Any team obstructing another team or teams will be penalised. Driver changes will also take place in the designated pit

area. Drivers may change as frequently as desired, unless otherwise stated in the Regulations.
For pitstops with no change of driver, the driver must exit the kart, do a 360 degree run around and enter the same side.
There will be a 'chicane' 3/4 down the pit-lane. Any activity must take place at the weighbridge end of the pit-lane. The area at the pit-exit side of the chicane barrier is to be left clear at all times.

Driving karts when not on the circuit
Karts should be stopped and pushed once they are safely clear of the track.
It is permitted to drive them through the pit lane and paddock but only at a walking pace. but nevertheless is highly discouraged.

Rejoining the circuit
Drivers must comply with the instructions of the pit lane marshal (when present) and not rejoin the circuit until it is safe to do so or block or otherwise interfere with karts moving in the pits or racing on the circuit.
Drivers must make all efforts to stay to the left on joining the circuit.

Weighing
Scales will be available for use prior to qualifying/race commencement. They are situated at the end of the pit lane at the pit entrance, and karts must be weighed each time they leave the circuit.
Drivers must stop before the scales, and slowly drive on only when signalled to do so by the marshal. If underweight, they can be weighed again (up to 3 times) but priority will be given to other karts following.
Penalties for being underweight are in the List of Penalties. Weights and fixings may only be removed after the scales.

Race Stopages
If it is necessary for the race to be stopped, red flags will be shown whereupon drivers will slow to a reasonable speed, raising one arm to indicate to following traffic their intentions and proceed cautiously in single file to the grid prior to the start-line or stop if the track is blocked or as otherwise directed by an official of the event. Drivers should position themselves to one side of the track to allow passage for an ambulance or other service vehicle.
Overtaking is not permitted after the red flag is shown.
The pit-lane entry & exit will be closed.
Unless the Clerk of the Course declares otherwise, only the driver and race officials are permitted on the track at this time and until the restart of the race.
Any time lost by race stoppages shall be disregarded. The race will end at the expiry of the stated duration regardless of any stoppages.
Depending on circumstances, the Clerk of the Course shall have the discretion to decide on a complete restart, enact the procedures above, or abandon the race.

Repairs during race stoppage (Red Flag incident)
Drivers wishing to effect repairs during this period may do so on the track NB Parc Ferme conditions - no tools or spares are to be brought out on to the track and the work is carried out only by the driver.
Teams requiring to work on their karts are not permitted to remove their karts from the circuit until the clerk gives permission. The karts should be positioned adjacent to the pit entrance from the circuit and weighed upon entering. Assistance from other team members

is not permitted until the kart is beyond the track delineating barriers in the pit-lane entrance, the kart must enter the pits via the weighbridge, and no work can commence until clear of the weighbridge.
Karts in the pits at the time of race stop will remain there until the race has restarted and they will join the back of the grid for the formation lap.

Restarts
Where possible, competitors will be given a five minute warning of the restart. The race will be restarted in single file in the on-track race order (as the karts arrived at the grid).
There will be a minimum of one rolling lap before the restart.

Driving Standards
Drivers must conduct themselves at all times in a manner consistent with the general safety of themselves and others. Drivers being lapped must pay attention to the 'lapping' drivers catching them and should indicate which side the faster driver should pass by pointing.
Drivers must obey the signals and instruction of officials and marshals of the event.
A summary of flags that may be used and their meanings is below.
Blocking or weaving to prevent a faster driver from passing is not permitted. Competitors are reminded that the edge of the track is marked by white lines (or in the absence of white lines, the edge of the track surface). Karts should not drive off the edge of the track, and a driver doing so and gaining advantage will be penalised. Any driver seen persistently or deliberately missing corners may be black flagged.
If a kart leaves the circuit either accidentally or deliberately, the driver is to rejoin at a point nearest to the place where he left the circuit. Any driver observed using a "cut through" will be deducted that lap and penalised one additional lap.

Race Finishes
At the end of the race, which shall be when the race leader next crosses the Start/finish line after the end of the prescribed duration, the chequered flag shall be shown at the start/finish line. Drivers will slow, remaining in the same order and make their way back to parc ferme in the paddock area. Overtaking is not permitted after the chequered flag.

Results
All results are provisional until post-race parc-ferme inspections have been completed.
All results will be published, and will be posted in Race Admin.
All results will be posted online as soon as possible after the race.
Team trophies will be awarded in both Elite and Clubman classes at a ratio of 1 to 4.

Flags
- **Yellow - Stationary - Danger. Slow down. No overtaking.**
- **Yellow - Waved - Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line or take other evasive action including stopping if necessary. No overtaking.**
- **Green - All clear, at end of danger area controlled by yellow flags. Also shown at all posts during the first lap of each practice session and during the formation lap**
- **Red - Immediately cease driving at racing speed and stop at one side of the race circuit. Alternatively, you may be instructed to proceed slowly, without overtaking, and with maximum caution to start-line obeying marshal's instructions, and being prepared to stop should the track be blocked.**
- **Black - The driver must return to the pits at completion of that lap and report to the Clerk of the Course. This will incur a penalty.**

- **Black/White - warning flag. Driving standards suspect further penalties may be issued at the clerk of the courses discretion.**
- **Union Jack - Start of race.**
- **Chequered - End of race or practice session.**

Penalties

The Clerk of the Course is empowered to penalise teams for not complying with the any of the Series' Regulations. The List of Penalties follows. During the period from the commencement of a time penalty until completion, no work may be carried out on the kart.

List of penalties for transgressions

Not attending driver's briefing - start from pitlane.
Failure to make starting grid - start from pitlane.
Overtaking during formation laps - Clerks discretion.
Collision during formation lap - 1 lap penalty for all involved.
Delaying the start - 1 lap penalty.
Refuelling stop - first offence - 1 lap penalty.
Refuelling stop - second offence - 5 lap penalty.
Engine not switched off/remaining in kart at refuelling - refuelling refused.
Not manning fire extinguisher - refuelling refused.
Smoking in the refuelling area - race exclusion.
Weighbridge procedure - 1 lap penalty.
Pit-lane obstruction or speeding - Clerks discretion.
Ignoring flag signals first offence - 1 lap penalty.
Ignoring flag signals second offence - 2 lap penalty.
Ignoring flag signals third offence - 5 lap penalty.
Overtaking after chequered flag - 1 lap penalty per kart overtaken.
Drugs & Alcohol - exclusion (race, team).
Driving Standards first offence - 5 lap penalty.
Driving Standards second offence - 10 lap penalty.
Driving Standards third offence - race exclusion.
Fuel composition/type and or system - race exclusion.
Wheels/Tyres not to regulations - race exclusion.
Underweight during qualifying - all times will be deleted from the offending driver. All legal weight times are to be counted for qualifying position.
Underweight during/post race first offence - 5 laps deducted from final result.
Underweight during/post race second offence - a further 5 laps deducted from final result.
Not following weighing procedure after on-track breakdown - 10 laps deduction.
Any technical infringement - Organiser's discretion.
Safety Apparel - Refusal to compete
Safety Apparel whilst on track - Black flag
Aggression to officials/competitors by any member of team - Individual excluded and 10 lap penalty or Clerks discretion.
Bringing the sport into disrepute - Clerks discretion.
Short cutting the kart circuit - Clerks decision.

All matters at Clerk of the Course's discretion.

Technical Regulations

Competitors should work on the basis that if any process is not clearly stated as being permissible, then they should accept that it is illegal.

1. General

1.1. Karts must comply with these technical regulations at all times during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.

1.2. Technical checks may be carried out before, during and after practice, qualifying or race. The scrutineers are empowered to undertake any form of verification they deem necessary.

1.3. The scrutineer may select one or more karts at any reasonable and appropriate time from which the engine(s) shall be removed. They also reserve the right to take away an engine or engines for inspection and/or dynamometer testing if they wish. Engines may be returned to competitors without reassembly.

1.4. If an infringement has been found to exist, the driver is liable for an inspection fee in addition to any penalties.

1.5. Karts must be recognised Prokarts and have originated as a Prokart, by the manufacturer's definition and specification. The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, and has brakes, wheels and steering adequate for speeds likely to be attained. It should not include any components of a temporary character, nor present any undue hazard to its driver or other competitors. The chassis must be of one-piece construction, either brazed or welded. It must be constructed from magnetic steel tubing whose cross section is free. No form of chassis frame control such as pivots, dampers or similar devices is permitted.

No additional holes may be drilled in the rolling chassis, whether for lightening or any other purpose.

Under exceptional circumstances it may be permitted with Scrutineers' permission.

1.6. All karts may be checked by a scrutineer before being permitted onto the circuit.

1.7. Any kart damaged or breaking down on the circuit during an event may be returned to the designated pit area for repair. The safety of the kart in respect of securely fitted bumpers, seat and other equipment, such as bodywork etc, freedom from sharp protrusions which could cause injury or damage, and correct operation of the brake/throttle/steering is paramount for race return.

1.8. On being removed from the racing circuit, the kart must be weighed. Repairs may only be carried out within the designated pit area.

2. Weight

2.1. Minimum weight of kart and driver must not be less than 180kg, at any time for Prokart 160 class. For Prokart 200 class the minimum weight of kart and driver is 185kg at any time. This will be checked during both racing and qualifying. Ballast may be added to the kart, no single piece of which can exceed 5kgs. This must be carried on securely mounted posts with a retaining mechanism for each piece. Up to 5kg may be carried on a single post with a single retainer, ballast up to 10 kg maximum will require 2 posts, each having a retainer.

Any ballast carried on the seat up to a maximum of 5kgs must be securely bolted on. Alternatively, and/or in addition, it can be in sheet form as a 'liner' within the seat - up to 10kgs and with four fixings. Which must be cleared by the organisers

Where a smaller seat, or 'ballast-liner' (as above) is inserted into the main seat, or any other arrangements for ballast fixing it must be to the scrutineer's satisfaction.

2.2. A weighing machine will be placed at the entrance to the pits. All karts must be weighed before being allowed into the pits. The scales will be available for the use of teams during

scrutineering / pre-race only. The scales of the day will be considered to be a judge of fact.
2.3. All drivers must stop before driving onto the scales and should not proceed until invited by the marshal to do so. Any team driving onto the scales before being instructed will have to accept the reading provided, regardless of any inherent inaccuracy caused by their haste. If the kart and driver are found to be underweight it can be re-weighed. In this event, the team requiring re-weighing must make way for any other teams that may be queuing / waiting to use the scales.

3. Engine

3.1. Karts will run on unleaded fuel to which nothing may be added. The Organisers reserve the right to take fuel samples at random to ensure conformity with the regulations. No additional or enlarged tanks may be fitted. All seals & unions must be checked regularly for leaks and replaced as necessary. The capacity of this tank must not exceed 7.5 litres. Commercially available tanks of a larger capacity must be ballasted to obtain the maximum capacity as stated. Fuel pipes must be of no more than 5.3 mm i.d. and must take a direct route to the carburettor and be safely secured. One engine may have an extra loop of fuel pipe no more than 20cm longer than the direct route. One in-line fuel filter of nominal capacity per engine may be fitted.
3.2. Engines must, in all respects, comply with the current ABkC Honda GX160 Technical Regulations at latest release version For Prokart 160
3.2.a. Exception #1 to the above is that exhausts 'de-baffled' and sealed by 'Prokart Engineering' will be accepted.
3.2.b. Exception #2 to the above is that replacement of the plastic filler plug with a non-Honda item with an integral swarf-collection magnet is permissable.
3.3. Substitution or complete removal of the renewable paper/foam air filter is permitted. The plastic cover must remain in place.
3.4. Separate return springs must be fitted to each carburettor and to the throttle pedal, each acting independently.
3.5. It is the teams responsibility to ensure that all plastic, rubber and nylon engine and fuel components are in good condition and operating in the manner for which they were designed.
3.6. The fasteners on the engines may be drilled for the purposes of lock wiring.
3.7. In accordance with the Scrutineer's instructions, and in his presence, the Organisers reserve the right to –

- **Ask the team to completely disassemble the engine(s), or parts from the engine(s), whilst under parc-ferme conditions.**
- **Checking of any engine components will achieved by use of the Motorsport UK/ABkC Honda GX160 measurements/tolerances checking tools as described in the Motorsport UK/ABkC GX160 Technical Regulations.**
- **Please note that regarding checking ignition timing, the only methods that will be used to obtain Top Dead Centre, will be either dti, or the digital gauge method on the flywheel side**
- **Ask the team to seal the engine using provided sealing bags, whilst under parc-ferme conditions, for detailed inspection at a later date.**
- **Under all circumstances, all costs incurred will be borne by the Competitor.**
- **3.7a Prokart 200 class must be Red sealed RPM 200s -**

4. Chassis

4.1. Wheelbase to be between 104 - 108 cms
4.2. If a kart suffers a mechanical defect on the circuit which forces the driver to reduce speed, the driver may drive back to the pits. The driver must not attempt to complete the race distance.

4.3. All karts must be fitted with side pods, nassau panel and front nose-cone. None of these should be filled with any medium. If they become damaged during an event, the scrutineer may require that they be replaced during that event.
4.4. Number plates with numbers must be fitted to the nassau panel and the rear of the kart, and be clearly visible to officials at all times. Numbers and backgrounds will not be supplied by the Organiser.
4.5. Competitors' sponsors' names and other graphics may be applied to the kart making use of the side pods, nose cone etc. There is no restriction on these subject to the numbers being clearly visible. Tobacco advertising must be obscured if TV coverage is present and no graphics are to be offensive.
4.6. An extended width rear bumper is mandatory. The bumper is to be constructed from a minimum 25 mm nominal diameter 14g magnetic steel tube *. The bumper must form an extended loop of 180 mm +/- 10 mm centres with the bottom loop centre 60 mm +/- 10 mm from the ground in dry configuration. The horizontal rails must be wider than the outer chassis rails. The bumper must be supported in a minimum of two places from the chassis and be of such a construction to withstand substantial impact. In side view the bumper will be in the vertical plane. The overall width of the bumper must not exceed the rear width of the kart at any time; The measurement to be taken at the outside of the rear wheel or tyre, whichever is the greater and must cover a minimum of 50% of each rear wheel/tyre at all times. Adjustable width bumpers are not permitted.
The 'plastic' Euro rear bumper will be permitted. It must be bolted to the original 4-bolt mounting posts, ie two bolts per side. The suitability and safety of the fixing will be inspected by the Scrutineer.
4.7. The type and construction of the seat is free so long as it is mounted in the originally intended position, of sound and rigid construction and securely mounted.
4.8. Steering wheel type and size is free, however it must have a continuous rim. It must be made of a material which will not constitute a danger in the event of an accident.
4.9. Special modifications will be permitted to allow use of hand controls to enable disabled drivers to compete.

5. Axle
5.1. Rear axle must be 30mm diameter, solid or hollow magnetic material. No differential of any type is permitted.
5.2. Unless two securing bolts are fitted to each hub on the rear axle, a circlip must be fitted on each axle end to prevent accidental loss of the hub. Any hub with an overall length, excluding wheel studs, of less than 60mm must not overhang the rear axle.
5.3. One hydraulic or mechanical brake should be fitted to the rear axle only. The brake disc must be made of metal but can be vented and drilled / slotted. A caliper with a maximum of four pistons may be used. Additional air ducting to the rear brake is permitted but must be securely attached. A secondary brake cable is required.
5.4. Gearing will be: 20 tooth clutch, with 64 tooth axle sprocket for Prokart 160
5.4a. Gearing will be 20 tooth clutch with 64 toth axle sprocket for Prokart 200
5.5. Drive is to be by 219 pitch chain & Sprocket. (No Half Tooth Sprockets)
5.6. Only one sprocket may be fitted to the rear axle for each engine. All chains must be adequately protected at all times.
Sprocket protectors may be used but not have additional teeth.
5.7. The use of a spare chain, suspended in some way across the rear of the chassis, or attached to a '3rd' sprocket, is strongly discouraged.

6. Wheels/Tyres
6.1. Wheels must be of metal or alloy construction in sizes suitable for the tyres specified. They may be of one or two-piece construction.

Maximum wheel widths between the beads are - Front: 130mm, Rear: 210mm (between beads).

6.2. Prokart 160 - Maxxis Evo Slicks (Wet & Dry)
Prokart 200 - Maxxis Evo Slicks (Wet & Dry)

For Both Classes 1 set of tyres per round. If there is damage to a tyre a replacement may be fitted providing clearance from scrutineer/clerk. Tyres may be marked by the organisers.
Front 4.5 x 10 x 5, Rear 7.1 x 11 x 5

6.3. Tyre softening by any means, or cutting slicks for wet weather use or otherwise, is not permitted. Any chemical or other tyre softening will mean exclusion from series at the discretion of the organisers.