

Category Senior

Class Pro Kart

A. Introduction

The class endeavours to provide a low cost, highly competitive close sprint racing for twin engine Prokarts as used in the Endurance Pro Kart Racing Championship. The specified engine GX200 Extreme Regulations are available from RPM but a brief synopsis requires that they are sealed units originally supplied by RPM- and subject to any subsequent Championship bulletins.

B. Chassis

- B.1. Karts must be recognised as Pro Karts and have originated as a Pro Kart, by the manufacturer's definition and specification. The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, 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. With the exception of those required for seat fixing, no additional holes may be drilled in the rolling chassis, whether for lightening or any other purpose.
- B.2. Wheelbase to be between 104 - 108 cms
- B.3. Competitors may only scrutineer and compete with one chassis and two engines. If damage occurs, chassis and engines may be substituted at the discretion of the chief scrutineer.
- B.4. If a kart suffers a mechanical defect on the circuit which forces the driver to reduce speed, such as a chain fail on a twin-engine kart, then the driver may drive back to the pits.

C. Bodywork & Bumpers

- C.1. Bodywork) all karts must be fitted with side pods, Nassau panel and bumper. The side pods should not be filled with any medium. If they become damaged during an event, the scrutineer may require that they be repaired or replaced during that event.
- C.2. 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. Inside 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. (Illustration available from organisers). From 2018 the organisers will allow a new "lightweight plastic bumper" CIK RS3 which is fitted inside chassis rails with rubbers.
- C.3. The front bumper must also be of strong construction. A Nassau of suitable construction and fixing must be attached.
- C.4. 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, with seat washers if required.
- C.5. 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.
- C.6. Special modifications will be permitted to allow use of hand controls to enable disabled drivers to compete.

D. Engine(s)

- D.1. GX200 RPM Extreme engines must be sealed at all times, if the seal is tampered with or missing this will render the engine illegal. Seal number will be required on a scrutineering card along with the engine number. Engines will be verified where required, by the supplier, and only the supplier or scrutineer can remove the seal for inspection purposes.
- D.2. Substitution or complete removal of the renewable paper/foam air filter. All of these modifications are clarified in the RPM Honda GX200 Technical Regulations.
- D.3. Separate return springs must be fitted to each carburettor and to the throttle pedal, each acting independently. A linkage may be manufactured to actuate the standard Honda throttle. This may include fitting additional return springs.
- D.4. It is the team's 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.

E. Axle

- E.1. Rear axle must be 30mm diameter and can be solid or hollow. It must be made from a homogeneous ferrous steel magnetic material. No differential of any type is permitted.
- E.2. Unless two securing bolts are fitted to the hubs 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.
- E.3. One hydraulic 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 calliper with a maximum of four pistons may be used. Additional air ducting to the rear brake is permitted but must be securely attached.
- E.4. Gearing will be: 20 tooth clutch with axle sprocket size 66
- E.5. Drive is to be by 219 chain.
- E.6. 5.6. Only one sprocket may be fitted to the rear axle for each engine. All chains must be adequately protected at all times. The top of the clutch, the chain and axle sprocket and gear must be covered from above down to the centre line at the rear axle sprocket. Sprocket protectors may be used but not have additional teeth.

F. Wheels

- F.1. Wheels must be of metal or alloy construction. They must be of one-piece construction.
- F.2. Front – 132 mm maximum Rear – 214 mm maximum

G. Tyres

- G.1. Only DUNLOP SL1 SLICKS tyres will be allowed, Front 4.5 x 10 x 5, Rear 7.1 x 11 x 5.

H. Weight

- H.1. The minimum weight for GX200 extreme (owner/driver) kart and driver is 185 kgs at all times, during qualifying and racing.

I. Number Plates

- I.1. Number plates with numbers must be fitted to the Nassau, the rear of the kart, both side pods and be clearly visible to officials at all times.

J. Age

- J.1. The class is open to any driver from the year that they achieve their 16th birthday. Drivers in the year of their 15th birthday may compete provided adequate experience or hold a Kart National licence

Category – Junior

Class – Pro Kart

A. Introduction

A.1. The class endeavours to provide a low cost, highly competitive close sprint racing for twin engine Prokarts running with 15mm carburettor restrictors. The specified engine GX200 Extreme Regulations are available from RPM but a brief synopsis requires that they are sealed units originally supplied by RPM and subject to any subsequent Championship bulletins.

B. Chassis

B.1. Karts must be recognised as Pro Karts and have originated as a Pro Kart, by the manufacturer's definition and specification. The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, 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. With the exception of those required for seat fixing, no additional holes may be drilled in the rolling chassis, whether for lightening or any other purpose.

B.2. Wheelbase to be between 104 - 108 cms

B.3. Competitors may only scrutineer and compete with one chassis and two engines. If damage occurs, chassis and engines may be substituted at the discretion of the chief scrutineer.

B.4. If a kart suffers a mechanical defect on the circuit which forces the driver to reduce speed, such as a chain fail on a twin-engine kart, then the driver may drive back to the pits.

C. Bodywork & Bumpers

C.1. Bodywork) all karts must be fitted with side pods, Nassau panel and bumper. The side pods should not be filled with any medium. If they become damaged during an event, the scrutineer may require that they be repaired or replaced during that event.

C.2. 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. Inside 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. (Illustration available from organisers). From 2018 the organisers will allow a new "lightweight plastic bumper" CIK RS3 which is fitted inside chassis rails with rubbers.

C.3. The front bumper must also be of strong construction. A Nassau of suitable construction and fixing must be attached.

C.4. 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, with seat washers if required.

- C.5. 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.
- C.6. Special modifications will be permitted to allow use of hand controls to enable disabled drivers to compete.

D. Engine(s)

- D.1. GX200 RPM Extreme engines must be sealed at all times, if the seal is tampered with or missing this will render the engine illegal. Seal number will be required on a scrutineering card along with the engine number. Engines will be verified where required, by the supplier, and only the supplier or scrutineer can remove the seal for inspection purposes.
- D.2. Substitution or complete removal of the renewable paper/foam air filter. All of these modifications are clarified in the RPM Honda GX200 Technical Regulations.
- D.3. Separate return springs must be fitted to each carburettor and to the throttle pedal, each acting independently. A linkage may be manufactured to actuate the standard Honda throttle. This may include fitting additional return springs.
- D.4. It is the team's 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.
- D.5. A 15mm carburettor restrictor must be fitted at all times

E. Axle

- E.1. Rear axle must be 30mm diameter and can be solid or hollow. It must be made from a homogeneous ferrous steel magnetic material. No differential of any type is permitted.
- E.2. Unless two securing bolts are fitted to the hubs 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.
- E.3. One hydraulic 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 calliper with a maximum of four pistons may be used. Additional air ducting to the rear brake is permitted but must be securely attached.
- E.4. Gearing will be: 20 tooth clutch with axle sprocket size 66
- E.5. Drive is to be by 219 chain.
- E.6. 5.6. Only one sprocket may be fitted to the rear axle for each engine. All chains must be adequately protected at all times. The top of the clutch, the chain and axle sprocket and gear must be covered from above down to the centre line at the rear axle sprocket. Sprocket protectors may be used but not have additional teeth.

F. Wheels

- F.1. Wheels must be of metal or alloy construction. They must be of one-piece construction.
- F.2. Front – 132 mm maximum Rear – 214 mm maximum

G. Tyres

- G.1. DRY - DUNLOP SL1 SLICKS tyres will be allowed, Front 4.5 x 10 x 5, Rear 7.1 x 11 x 5.
- G.2. WET – DUNLOP KT12/SLW2 tyres will be allowed, Front 4.5 x 10 x 5, Rear 7.1 x 11 x 5.
- G.3. Only 1 set of tyres will be allowed per weekend (two rounds)

H. Weight

- H.1. The minimum weight for GX200 Junior (owner/driver) kart and driver is 165 kgs at all times, during qualifying and racing.

I. Number Plates

- I.1. Orange Number plates with black numbers must be fitted to the Nassau, the rear of the kart, both side pods and be clearly visible to officials at all times.

J. Age

J.1. The class is open to any driver from the year that they achieve their 12th birthday until the 31st of December of the year of their 16th birthday. Minimum driver weight 40kg. The driver must satisfy the CoC that their driving would not present a danger to other competitors or themselves