

ESKC PROKART & LONCIN CADET RULES & REGULATIONS 26

GENERAL INFORMATION

Championship is MSUK and events take place on the dates below – March to October (8 Rounds) at the East of Scotland Kart Club, Crail, Fife.

2026 Championship Rounds:

Round 1 - MARCH 28 & 29	Round 5 - JULY 17 & 18 E-PLATE 19 TH (ALL CLASSES)
Round 2 - APRIL 25 & 26	Round 6 - AUGUST 22 & 23
Round 3 - MAY 23 & 24	Round 7 - SEPTEMBER 26 & 27
Round 4 - JUNE 27 & 28	Round 8 - OCTOBER 16 & 17 SUNDAY FUNDAY 18 TH

7 out of 8 round results to count toward championship points.

Entry fees:

Sunday race fee is £70 for ESKC members and Non-ESKC members. Saturday practice is £15 for ESKC members to cover Msuk test day permit, Paramedic, Marshals & Insurance, NON members must pay £40 And have signed Day membership liability form.

Transponder Hire is £10 paid to the ESKC at sign on (alpha-live)

Registration: Race Day

All drivers will need to register via Alpha Timing 24 hours prior to the event
For Saturday Practice you can sign on Friday evening or from 9am Saturday.

Summary:

- The Championship is open to karts recognised as:-
 - Twin Engine Senior and Junior Prokarts and Single Engine Cadets Complying with the Scottish Prokart G200 Technical Regulations 2026 (Loncin) available from the ESKC Prokart Representative and, where applicable, to the supplementary regulations.
- All driver / teams must read and adhere to current version ESKC Prokart Engine Rules & Regulations 2026
- The Club reserves the right to refuse or suspend registration of any driver or team.
- Racing will be under the control of the Clerk of the Course, Marshals and the flag system Set out in Motorsport uk National Competition Rules 2026
- All karts must pass the Compliance Checks (Appendix C) before being allowed to race.
- Senior & Junior prokarts - Heidenau tyres (HLD), with barcodes, 2 sets plus an additional 2 tyres can be registered for the season.(10tyres)
- Loncin Cadets – 4 sets of barcoded Vega Cadetti slicks & Vega WM1 wets (unlimited) for the season.
- A driver may only score points for one team on race day. “Elite” class drivers cannot score for “Clubman” class teams.

- All teams must have a working fire extinguisher present at the kart compliance checks. Fire extinguishers are to be kept within easy reach of all vans/trailer rear or side doors. ALL TEAMS SHOULD HAVE AT LEAST ONE HIGH VISABILITY VEST/JACKET and should be worn when entering the track (with prior permission) this should be used on normal practice days also.

Drivers Briefing: It's mandatory for all drivers to attend the briefing at 9:30am in Parc Fermé, drivers under 18's Require their Pg Licence holder to be in attendance also.

Classes Table

<u>Grid</u>	<u>Class</u>	<u>Restrictor</u>	<u>Weight</u>	<u>Gearing</u>	<u>Tyre</u>	<u>Number Plate Colour</u>	<u>Qualify / Race Duration</u>
Senior – Elite	Loncin G200	N/A	190kg	Free	Heidenau (HLD)	Red background/ white numbers	5 practice 5 qualifying 15 race
Senior – Clubman	Loncin G200	N/A	190kg	Free	Heidenau (HLD)	Yellow background/ red numbers	5 practice 5 qualifying 15 race
Junior 165kg	Loncin G200	15mm	165kg	Free	Heidenau (HLD)	Yellow background/ black numbers	5 practice 5 qualifying 10 race
Junior 177kg	Loncin G200	15mm	177kg	Free	Heidenau (HLD)	White background/ black numbers	5 practice 5 qualifying 10 race
Cadet	Loncin G200	15mm	105kg	Free	Dry-Vega Cadett Wet-Vega WM1 CIK	Yellow background/ red numbers	5 practice 5 qualifying 8 race

1.1. Race Format: Each race round (Sunday) will consist of Practice, Qualifying and 6 Races, unless agree on the day (duration or number of events may be increased or decreased to suit conditions – drivers will be consulted with the majority vote the final decision)

1.2. 177kc Junior weight class – qualifying criteria to enter this class will be a combined weight of 171kg of the kart and driver (in full race gear) and with no more than 1litre of fuel. The 177kg class will run alongside the 165kg junior class with existing specifications and requires a minimum of 3 kart/drivers on the grid. A separate trophy will be presented at the end of the meeting but will contribute to the junior (inclusive of 165 and 177Kg drivers) championship.

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2.1. Race and Championship points are awarded to each driver or team on the following basis: -

2.2. Each race will accumulate points toward the days total based on: 1st = 25 pts, 2nd = 23pts, 3rd = 21pts... 4th = 19pts decreasing 1pt per place until 22nd = 1pt (23rd & 24th in JUNIOR & CADETS each scoring 1pt also. 22nd to 30th in SENIOR will receive 1 point each per race & same applies to final positions for each round)

*Both classes (Elite & Clubman) will compete for the separate points based on the above.

- Any exclusions from any heat or meeting will result in zero points for that heat or meeting.
- A DSQ round cannot be used as a dropped round and must count towards the 8 rounds.

2.3. Podium positions will be determined by the total race point awarded (maximum points from a single round is 150)

2.4. Championship Points will be awarded based on the race round finishing positions.

- 1st = 25 pts, 2nd = 23pts, 3rd = 21pts... 4th = 19pts decreasing by 1pt per place .

Ties:

In the event of a tie during either a round or championship standing then the positions will be subject to countback with the most 1st places deciding. If no 1st places, then most 2nds, 3rds etc. If two or more driver tie on countback, then qualifying will be used to determine the podium places.

For the race day this will be based on races on the day and for championship it will be based on championship rounds, not individual races.

In the event of a tie in the Championship standings then the result from the final Championship round will be used to solve the tie with the higher result in that round being given the higher ranking.

Membership:

All drivers must be members of the East of Scotland Kart Club, either as full members or day users. Only full members have a vote on the day's events. Full membership details and application form can be downloaded from www.eskc.net

RACE PROCEDURE

3.1. All teams must have transponders fitted during un-timed practice to check its operation. Failure to do so may result in loss of times in the event of a transponder fault. It is the responsibility of team/drivers to ensure transponders are securely fixed to the kart. Preferred location is the left rear of the seat – approx 200mm above the bottom of the kart.

3.2. Tyres and engine numbers for the race day need to be submitted prior to the driver briefing. If any engines are changed during the day due to failure the engine number and seal MUST be submitted to the scrutineer

- 3.3. Any kart that is underweight will be placed last for qualifying or race.
- 3.4. No mandatory minimum number of driver changes / pit stops.
- 3.5. No mandatory minimum or maximum number of drivers per team.
- 3.6. Refueling is not permitted in dummy grid, parc fermé or any other tarmacked area.

Appointments:

4. The Clerk of the Course (COC) and Scrutineer will be appointed for each event, where appropriate deputies/marshals will also be appointed. Clerk of the Course
 - 4.1. The Clerk of the Course will have full control over the event with the power to stop and/or penalise driver/teams causing a danger or breaching regulations.
 - 4.2. Clerk of the course will adjudicate driving standards and driver conduct and has the final decision.
 - 4.3. Any novice drivers deemed to be driving in a manner unsafe to themselves or other drivers will be subject to the directions of the Clerk of the Course.
 - 4.4. If you have any questions please ask the Clerk of the course at the drivers briefing.
Scrutineers
 - 4.5. Scrutineers will adjudicate technical based penalties for class non-compliance
 - 4.6. Scrutineers can select any kart and competitor at the end of each race for random check
 - 4.7. All Rules can be found in Motorsport UK National competition rules 2026 online

Driver Briefing

5. The driver briefing will advise the race formats and the overview of the general track and race rules and will be undertaken by the Clerk of the Course. Track layout is supplied usually 1 week in advance and shared to all members via facebook, the same format will not be used 2 meetings in a row except the main (practice) layout. Tracks will be selected by Prokart Secretary

Practice / Qualifying

6. Qualifying will determine the grid positions for the start of the first race. The second race starting position will be where you finished in the previous race, this will continue through all the races.
7. Anyone failing to comply with the minimum weight during qualifying will start first race from the back of the grid.

Race Duration

8. Races will be 15 mins for seniors, 10 mins for juniors, 8 mins for cadets and starts will be indicated by the dropping of a flag or the light board if in operation. The finish will be indicated by a chequered flag. **Grid Positions**
 - 8.1. The driver with the fastest lap in qualifying will start on pole and so on until the slowest driver is in the last position.
 - 8.2. Expect the grid to be closed at the time of the last lap board being shown in the ongoing race.

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Dummy Grid

9.1. Drivers should assemble on the dummy grid area, two by two and awaiting instruction. Qualifying session will start from the dummy grid.

9.2. Whilst waiting on the dummy grid, engines must be switched off until the grid is complete.

9.3. When exiting the dummy grid, karts should roll out of the dummy grid at walking speed until past the red and white barriers and are on to the track before increasing speed from walking pace.

9.4. Any kart late to the dummy grid may take their position as long as the exit gates are closed. Once the gates are opened and the karts start to leave the dummy grid, it is at the discretion of the marshal on the gate or Clerk, whether to hold the gate.

10. Formation Lap

10.1. The pole-sitter should set the pace - this should be no more than half race speed – until you reach the marshal on track before the grid. The pack should be following in the correct positions at no more than half race speed.

10.2. NO EXCESS WEAIVING – Excess weaving will not be tolerated during the formation lap – Weaving, The Clerk has the right to deem this as dangerous driving standards and may enforce a penalty.

10.3. Losing control on the formation lap (unless avoiding another kart) will demote the driver to the back of the grid. If you are spun by another driver, you may retake your position until yellow flags are shown from the designated marshal box mentioned at driver briefing.

Starts:

11. Standing Starts (juniors)

11.1. Drivers will align in their grid positions and when the light goes out, or the dropping of a flag, the race begins.

12. Rolling Starts (seniors)

12.1. Drivers will set off at a steady and even pace on a rolling lap. As they approach the start line the start lights will be red and if the starter is satisfied with the relative position and speed of teams, the lights will go out to signal the start of the race. If the pace is too quick or drivers are not in formation, the lights will remain red and the karts will complete another lap in formation and approach the start-line again. If the start lights fail or are not used, the start will be indicated by showing the grid the flag and on the next rolling lap a start will be indicated by raising the flag.

13. Jump Starts:

When a driver jumps the start, which is determined by the start line marshal, this will result in a penalty of 5 seconds for the driver/team. The Timekeeper will call a false start OR penalise the offending driver(s).

Race Finish

14.1. All sessions and races will finish with a Chequered Flag.

On taking the chequered flag, drivers must proceed at a reduced speed to the track exit and into Weight Bridge / Parc Fermé area. Do not enter the weight bridge until directed by a track official / marshal.

14.2. Once the kart has been weighed the driver will proceed to the parc fermé holding pen until directed to leave by the Scrutineer – this is to allow any race incidents to be reported to the COC who will have the decision on the next course of action.

14.3. Any kart found to be underweight must move clear of the scales and once all other karts are weighed, the underweight kart will be allowed to re-weigh one more attempt. If any kart leaves parc fermé without instruction from the Scrutineer or if an underweight kart leaves parc fermé that kart will forfeit that race result and will not be allowed to re-weigh.

14.4. Grievances – Must be taken Up with COC not parties involved. If you wish to raise a grievance, remain in parc fermé. COC or delegated Race Officials word is final, no disputes.

15. Results

Official race results will be deemed correct as indicated by the computerised lap scoring system. In the event of circumstances which are beyond the control of the COC, the race will be deemed complete at 70% of its total duration (10.5mins senior , 7 mins junior 5.5mins Cadets) where full points will be awarded. In the instance where a driver / team is deducted points due to technical or other infringements, it will be at the COC discretion as to what deductions are made if any.

16. Penalties:

APPLICATION OF PENALTIES AND WARNINGS

Will be done by the Clerk of the Course (as per the NCR 2026)

- Penalties will be accumulative during the race day, no matter the offence.
- It is the drivers' responsibility to check the flag every time they pass a marshal.
- It is the driver's responsibility to make their way to the CoC if required.

Parents of children (PG licence holder) who are receiving a penalty are not permitted to interfere with the CoC discussion with the child.

Event Timescales:

(for guidance only, as the Clerk of the Course has the right to make alterations to suit weather conditions or other circumstances)

		Driver Sign on ONLINE
08:30-09:30	-	Kart Compliance Checks (appendix C)
09:30	-	Driver Briefing (ALL drivers MUST attend the briefing)
10:00	-	Track Open (Practice and Qualifying for all classes)
		Transponders to be fitted.
		1 st Cadets
		2 nd Juniors
		3 rd Seniors
		Each section should be lined up on the dummy grid before the end of the session
		There will be 3 races for each section

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Lunch

There will be another 3 races for each section

16.30 - Scrutineering / Presentations.

Safety Rules: The below rules are tailored to keep ESKC Prokarts to a low cost racing :- • Helmets, must be karting helmets to current snell, CMR or FIA homologations.

- Juniors must wear a neck brace.
- Juniors must have a minimum body weight of 30kg
- Race suits/overalls must be of good condition with no rips or tears and be CIK approved.
- Racing gloves must be of good condition with no rips or tears.
- Racing boots must be of good condition with no rips or tears and provide ankle protection.
- All karts must be in a well-maintained state before being permitted onto the circuit.
- Karts will be subject to a compliance check prior to participation in a race event (practice, qualifying or race).
 - Teams must have the kart(s) checked by a scrutineer or their delegate. Any corrections will be advised and if they are serious in nature, the kart will not be permitted to take part until the corrections are complete.
- No "bum-bags", driver's belts or other such weights may be carried by drivers.
- No tools are to be carried on driver's person or secured to the kart.

Scrutineering	This will be carried out at the discretion of the Clerk of the Course or his/her designated Scrutineer at any point in the event proceedings. The first 3 karts and a random kart selected at the start of the event will be scrutineered on completion of each race. The areas of scrutineering to be undertaken will be at the discretion of the Scrutineer and his/her representatives / assistants. Any objections to the outcome of the scrutineering shall be raised immediately. All objections, disputes or issues raised shall be resolved prior to starting the next race. The Clerk of the Course will have the final decision.
Engine Scrutineering	All Engines will be ran as per the relevant Technical regulations set out in Classes section (page 1) Anyone found to have deviated from the Regulations to gain an unfair advantage will have the Engine removed from the Approved list and will not be able to use the engine/s until they have been rectified or replaced. Any team failing Engine Scrutineering will be disqualified from the Round and no points will be awarded. The round cannot be used as a dropped round. Teams have a right to appeal the decision to the Clerk of the course or to the Prokart Representative and their decision will be final.
Numbers	Karts must have visible numbers on all 4 sides of the Kart. Plates and numbers must be of standard kart size as a minimum, and with clearly contrasting colours. Nosecones, front panels and side pods must be sourced from a recognised manufacturer. Large “Dustbin/Bigfoot/Manta Ray” type front panels are permitted, however all matters relating to “plastics” remain solely at the discretion of the scrutineer. The “S” plate may be run by the winner of the previous Prokart “Elite” season. The “C” plate may be run by the winner of the previous Prokart “Clubman” season. And the Winner of Junior Section can Run the “J” plate . Numbers will be secured for the last 2 competing seasons and confirmed on application from the Competition Secretary prior to season start.
Ballast	<p>Lead or any form of weight must be securely fixed to the kart with a minimum of two mechanical fixings and be unable to work free to the satisfaction of the Scrutineer. This could be attached to either fixed ballast posts or the seat. Ballast may also be moulded to fit the seat but must remain in place with the driver seated. Ballast may not be placed in race suit pockets, pouches or belts.</p> <p>Maximum single ballast must not exceed 5kg</p>
Drivers Age	<p>Senior drivers – 16+ years of age (must be turning 16 years old in the championship year).</p> <p>Junior drivers – 12 to 16 years of age (must be turning 12 years old in the championship year and hold the relevant licence).</p> <p>It is possible for a Junior to continue past the age of 16 years old, for a one year extension, before entering into the seniors. This requires agreement by the Prokart subcommittee.</p>
Prizes	The top 3 teams from the “Elite”, “Clubman” , Junior and cadet classes on the day will be awarded a trophy.

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A medical representation will be present at all events under the control of the organisers/club Any driver found or suspected of taking or being under the influence of any drug/substance/alcohol will be immediately barred from any further part in the meeting. Prescription drugs must be advised to the Clerk of the Course at driver sign-on.

CHASSIS SPECIFICATION

The dimensions of a Twin Pro Kart Chassis is a minimum 1040 to maximum 1080mm length

Chassis must be from a recognised kart manufacturer and be in good condition with no cracks etc. The chassis must be of a one-piece construction.

Rear Axle

- 30mm hollow or solid metal
- Circlip must be in place at both end of axle to prevent hub loss.
- 219 drive chain only and chain guard should be in place at all times. **Gearing**
- Sprocket and chain guards/strips must be fitted **Brakes**
- Brake fitted to the rear axle only must be Hydraulic, Metal brake disc only • Drilled or vented disc allowed.
- Brake safety wire must be fitted in case of failure.
- A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used.

Seat

- The seat must be correctly fitted to the kart using the original seat stays.
- The seat must not show damage or fatigue due the placement of ballast attached to the seat

Body Work

- All body work should be securely attached to the chassis
- Rear Bumper should be CIK Plastic or metal 1. The rear bumper must be secured to the kart at two points 2. The rear bumper must cover 50% of each of the back tyres as a minimum.

Appendix – Camera mounting location (and example bracket).



The mounting location is on the front panel. The installation kit must be fixed horizontally, in the middle of the panel, and between 300 mm (11.810") and 400 mm (15.748") from the upper edge.

- 1 camera housing with support
- 2 M5x16 screws
- 2 washers
- 2 self-locking nuts

The only mount mechanism to be used is the portion of GoPro GRBM30 Roll Bar Mount kit shown by the arrow.



****Cameras are for personal use only and cannot be used to influence any race decision with Clerk of Course ****

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