

2024 ESKC CLUB SENIOR AND JUNIOR PROKART CHAMPIONSHIP ALSO GX160 CADETS

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.

2023 Championship Rounds:

Round 1 - MARCH – 22/23	Round 5 - JULY 19 champ 20 th E Plate
Round 2 - APRIL 26/27	Round 6 - AUGUST 23/24
Round 3 - MAY 24/25	Round 7 - SEPTEMBER 27/28
Round 4 - JUNE 28/29	Round 8 - OCTOBER 18/19

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

Entry fees:

Owner drivers £65 for ESKC members and Non-ESKC members. Saturday practice is £40 for Non-ESKC members. Transponder Hire is £10 paid to the ESKC at sign on (alpha-live)

Registration:

All drivers will need to register via Alpha Timing 24 hours prior to the event

Summary:

- The Championship is open to karts recognised as:-
 - o “Twin Engine Senior and Junior Prokarts”, complying with the Scottish Prokart G200 Technical Regulations 2023 (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 Prokarts Rules and Engine Regulations 2023
- 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 (see
- All karts must pass the Compliance Checks (Appendix C) before being allowed to race.
- Heidenau tyres (HLD), with barcodes, are permitted with 2 set and an additional 2 tyres can be registered for the season.(10tyres)
- 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

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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 16's require a parent/guardian to be present 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	15 mins
Senior – Clubman	Loncin G200	N/A	190kg	Free	Heidenau (HLD)	Yellow background/ red numbers	15 mins
Junior 165kg	Loncin G200	15mm	165kg	Free	Heidenau (HLD)	Yellow background/ black numbers	10 mins
Junior 177kg	Loncin G200	15mm	177kg	Free	Heidenau (HLD)	White background/ black numbers	10 mins
Cadet	Loncin G200	N/A	105kg	Free	Vega cadetti wet wm1	Yellow background/ red numbers	8 mins

The minimum body weight for a junior is 30kg

The minimum body weight for a cadet is 27kg

- 1.1. Race Format:** Each race round (Sunday) will consist of Practice, Qualifying and 6 Grid Heats, 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.** Meeting format is subject to change at the discretion of ESKC officials, in the event a race is ended early, the winner shall be the leader of the race 1 full lap prior to the red flag.
- 1.3.** Senior Loncin 190kg. Junior Loncin 165kg , Cadet Loncin 105kg . AFTER RACE END

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...decreasing 1pt per place until 23rd = 1pt (24th -34th will receive 1 point each per race & same applies to final positions for each round)

*Both classes (Elite & Clubman) will compete for the same points based on the

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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...decreasing 1pt per place until 23rd = 1pt

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

Visiting Karts.

E.S.K.C. Welcome visiting karts running must comply to the ESKC rules.

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. Type 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.

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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

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 emailed to all members, 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 pervious race, this will continue through all the races.
7. Anyone failing to comply with the minimum weight during qualifying will be disqualified from qualifying.

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.

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8.2. The grid will be closed at the time of the last call for a class.

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 whether to hold the gate i.e. back of pack just exiting turn 2, allowing you to proceed from the back of the pack or whether to send you to parc fermé / pit exit at the Race Control Tower. All late karts must join the end of the grid. Do not attempt to retake your position. If a kart attempts to enter the dummy grid after the gates are closed following the grid being released, then the kart will have to join the grid from the pit exit at Race Control Tower once all other karts have crossed the start finished line. As this will result in the late kart not completing the warm-up lap, the timekeeper will adjust the race laps to ensure final finishing positions are corrected for the missing lap.

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 WEAVING – weaving will not be tolerated during the formation lap – Weaving on the formation lap will result in starting from the back of the grid.

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.

Starts:

11. Standing Starts (juniors) & Cadets

11.1. Drivers will align in their grid positions and when the light going 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

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raising the flag.

12.2. Any 'brake testing' during the rolling start, particularly by pole position, will be required to start from the back on the re-start.

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 COC 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 COC – 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 COC 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) 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 NCR's 2025)

- 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 who are receiving a penalty are not permitted to interfere with the CoC discussion with the child.

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Event Timescales:

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

08.45-09.15	-	Driver Sign on
09:15-09:45	-	Kart Compliance Checks (appendix C)
09:45	-	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 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 or FIA homologations.
- Juniors & Cadets must wear a neck brace.
- Juniors must have a minimum body weight of 30kg (27kg Cadet)
- 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.
- A medical representation will be present at all events under the control of the organisers/club.

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- 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.

Summary

In the interest of all concerned, you are strongly advised to pay great attention in making sure that your kart is fully compliant with all aspects of these regulations.

Any questions concerning these regulations should be addressed to the ESKC Prokart Representative. All questions will be answered without harassment or continued questioning. In the interest of safety, changes may be made to the rules/regulations as required at the discretion of the Clerk of the Course (in consultation with the ESKC Prokart Representative) to determine if changes are made immediately, prior to the next race starting, or at the start of the next season.

Any amendments or points of clarification concerning these regulations will be posted on the ESKC notice board in the timing building and advised at sign-on.

Once a driver/team has registered, they must accept the decisions made by officials on the day regardless of whether those officials are deemed as referees, clerk of course or race directors or their appointed agents. Decisions will be final, no correspondence with regard to these decisions will be entered into and a driver/team must accept that by signing on, that they waive any rights of further action in respect to any decision made by the above officials. The race results are deemed as final immediately after the presentation. Any technical infringements which may affect the results must be reported to the scrutineer / clerk of the course prior to the presentation ceremony.

DRIVING STANDARDS

17.1. Standing starts for juniors and rolling starts for seniors in 2 rows with the pole position on the inside. The start signal will be by the extinguishing of the official Red start light or dropping of a flag and then race to the chequered flag.

17.2. No weaving or tyre warming allowed on the formation lap, doing so will result in penalty.

17.3. Losing control on the warm-up lap (unless avoiding another kart) will result in kart starting from the back of the grid for that race. If you are spun by someone else you may retake your position.

17.4. Acceleration and Braking in a straight line is permitted to aid warming of the brake. Drivers behind are responsible for not hitting the kart in front and must allow sufficient space as required.

17.5. The pole sitter should occasionally check behind to ensure all drivers are ready.

17.6. There will be a strict 'No Contact' rule applied to all races. Avoidable and deliberate contact with another competitor will result in penalties. COC will have final say on any incident.

17.7. Overtaking must be clean and with no contact. When the attacking kart takes the natural racing line they must allow room for the defending kart that's been overtaken. Deliberate or aggressive contact during overtaking will result in a black/white warning

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17.8. More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended their position off-line, should leave at least one kart width between their own kart and the edge of the track on the approach to the corner

17.9. Any driver defending their position on a straight, and before any braking area, may use the full width of the track during their first move, provided no significant portion of the kart attempting to pass is alongside. Whilst defending in this way the driver may not leave the track without justifiable reason. **For the avoidance of doubt, if any part of the front wheels of the kart attempting to pass is alongside the steering wheel of the kart in front this will be deemed to be a 'significant portion'**.

17.10. If the attacking driver causes the defending kart to leave the track during an overtaking manoeuvre then the attacker must concede the position back to the defender (this might also be indicated by the showing of the ABC board) until a clean overtake can be made even if the attacker loses position to additional karts as a result of conceding to the defending kart. If the defending kart is unable to continue as a result of damage, the attacking kart will have 10 second penalty – damage must be notified to the Clerk of the Course on recovery of the kart.

17.11. Multiple moves / weaving off the racing line to defend from overtaking is prohibited. Move once prior to the braking zone – if you have not been overtaken you may retake the racing line.

17.12. Any kart exceeding Track Limits (running off track with 4 wheels) and gaining an advantage either overtaking or defending will result in a black and white penalty unless the place is conceded to the following kart. If returning to the track after going outside the track limits, the driver must concede to faster karts and allow them to pass.

17.13. If your kart is unable to continue the driver must remove it to a safe location. Recovery of karts during a race is prohibited. Karts with technical faults i.e. oil leaks should not be driven back to the pits and should be retired to a safe location. Drivers should remain close to their karts and await the completion of the race when they can get assistance with the recovery of their kart back to the pit area.

17.14. If a kart develops a fault i.e. engine cut out, that the driver can fix without the need for tools then this must be done at a safe location off track and away from any potential of collision, preferably at a piece of the un-used track or alongside the inner barriers away from the oncoming karts. If the kart can be driven safely to the pits under its own power then the driver may perform repairs with tools and continue back onto the track. When a fault is noticed by the driver, they must raise their hand to warn following drivers that there is a slow moving kart or a kart with a fault returning to the pits. The recovering kart must make all efforts to prevent un-necessary changes in line – preference would be to keep to the natural racing line and faster drivers to overtake naturally. For drivers approaching a slow moving kart. Karts returning to the track from the pit lane must do so safely at the tower building pit exit lane and concede to karts that are between the pit entrance and the pit exit lanes.

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SPECIAL REGULATIONS

Cancellation	The event may be cancelled for reasons beyond the organiser's control i.e. extreme weather conditions. If this occurs prior to commencing of Race 1, competitors may forfeit their entry fee or be offered a "rain check" at the agreement of the Clerk of the Course / Club Prokart Representative.
Advertising	The Clerk of the Course, ESKC Prokart Representative or their delegates reserve the right to remove any advertising material from any kart if it is deemed offensive.
Lap Timing	The transponders must be mounted vertically with a clear path to the circuit beneath them, ideally on the rear left side of the seat, approx. 200mm above the track level.
Flag signals	Refer to Appendix A , All flags as per National competition rules 2025
Breakdowns	If during a race a kart/driver is unable to continue and are unable to return to the pits safely, they must move the kart to a safe location and wait until the end of the event prior to recovery. It is also forbidden for teammates/assistance to enter the track to assist recovery during a race.
Rejoining the Circuit	Re-entry to the track must be by the pit exit lane only.
Weighing	All karts must be weighed as they leave the track at the weighbridge in the control tower/garage. The electronic visual displays are both on the scales themselves for the driver to view and also in the time keeping building where a repeater is situated for the time keeper to view. A driver must stop on the scales and remain there until such time as the display indicates the minimum weight or greater. Once this display has shown that a kart is above the minimum weight it is free to continue into the holding area, undertake a driver change or return to the track. If a kart is less than its minimum weight it will be noted by the race officials who will, after checking with the clerk of the course after the race, impose the appropriate penalty. The penalty for being underweight will be 10lap deduction. Teams will automatically be penalised if the driver is repeatedly seen to be 'bouncing' up and down in the kart in order to enhance the reading on the scales display. No persons (other than as instructed by the clerk of the course) are to come into contact with the kart before the kart has cleared the scales. Only 1 additional attempt can be made to bring the kart to weight, providing

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	<p>this does not impede another team. If the kart must leave the scales in order to prevent impeding another team the Clerk of the Course will request the driver to return the kart to the scales for re-weighing. In the event that a kart has mechanical defect that may result in a weight less than the minimum class weight, the driver has the right to recover the missing parts and present them with the kart to the clerk of the course for reweighing.(in all instances, the item must not exceed 1kg in weight, anything over this limit will not be considered) The Clerk of the Course has final decision as to whether the damage was as a result of a racing incident, deliberate attempt to provide increased performance or otherwise and may or may not permit the re-weighing to take place.</p> <p>Drivers not sufficiently slowing prior to entering the weighbridge or by not stopping on the scales (i.e. driving through to the pits) will be deducted 5 laps. This is to reduce the risk of an accident in the weight bridge.</p>
Scrutineering	<p>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.</p>
Engine Scrutineering	<p>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.</p>
Penalties	<p>Digressions from the race regulations will be penalised in accordance with the list of penalties as per the blue book. On these and other matters, the sole discretion of the Clerk of the course may be exercised.</p> <p>A 10 lap penalty can be imposed for teams being underweight at any point beyond the start of qualifying.</p> <p>A 5 lap penalty will be imposed for teams failing to stop on the weighbridge during any event on the day.</p>
Tyres	<p>Two set of Heidenau (HLD) slicks are permitted. All tyres must have the barcode noted prior to qualifying/race start. There will be no wet tires used during race events and as such teams will drive to suit the conditions at their</p>

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	<p>own discretion, without risk to other drivers. Tyre softener is not permitted. Punctures will require drivers to use one of their plus 2 tyres. Loncin Cadet tyres, Vega Cadetti Slicks & Vega WM1 wets. 5 sets of slicks +2 for 8 rounds. Wets unlimited .</p>
Missing parts	<p>If, in the opinion of the race director/clerk of the course, a component that has become loose or detached from the kart, which constitutes either, a performance gain or a safety hazard, the team member will be asked to remove the kart from the circuit for appropriate repairs. In the event of a kart losing a component(s) it may be permissible for it to be retrieved and placed on the weighbridge separately to enable the weight of that component and that of the kart, to total its original race weight. The clerk of the course may require advance notice of this (see weighing).</p>
Numbers	<p>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.</p>
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 a national licence).</p> <p>It is possible for a Junior to continue past the age of 16 years old, for an one year extension, before entering into the seniors. This requires agreement by the Prokart subcommittee.</p>
Prizes	<p>The top 3 teams from the “Elite”, “Clubman” , Junior and cadet classes on the day will be awarded a trophy.</p>

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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


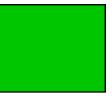










Body Work

- 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.

Cadet Chassis as per National competition rules with exception of Engine . Cadets will run a pooled engine championship, All engines are provided by the prokart section at ESKC and will be randomly allocated via a draw of numbers on the Saturday morning of practice.

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Appendix A – Race Flags

	<p>Blue Stationary – Lead lap competitors is following close behind or has started overtaking backmarked karts.</p>		<p>Green All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap. Can also be used to start the race</p>
	<p>Yellow Stationary - Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking. 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. (This signal may be supplemented by flashing yellow light(s), as an added warning).</p>		<p>Black/White Diagonal A warning, to the driver that his/her behaviour is suspect and that he may be black-flagged on further reports. Displayed with a white number on black board.</p>
	<p>Black, Orange Disc Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The car concerned must call at its pit for repairs on the next lap. Displayed with white number.</p>		<p>Yellow/Red Stationary - Slippery surface ahead. Waved - Slippery surface imminent.</p>
	<p>Black The driver must stop at the designate pit within two lap of receiving the signal and report to the Clerk of the Course. A penalty of exclusion may be enforced by display of the Black flag. Displayed with white number.</p>		<p>Red Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.</p>
	<p>Green, yellow Chevron False start. (Karting only)</p>		<p>Yellow/Black Quartered The field will remain in close formation, at reduced speed, for as long as it takes to clear the obstruction or remove the hazard, whatever its nature. Competitors who fail to slow down sufficiently or who overtake under the Yellow/Black flag, thereby gaining advantage, may be excluded or otherwise penalised.</p>
	<p>National Flag Will be raised/lowered to start the race.</p>		<p>Black/White Chequered End of race or practice.</p>

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Appendix B – 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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Appendix C – Compliance Checks

Team Name	Race #
Brake Disks are free from chips and cracks	
Brake safety cable attached	
Brake operation and travel checked	
Ballast is securely attached, if bolted then double nut should be used	
Steering column with lock collars fitted and no play in column	
Operation of steering and track rods	
Axle bearing allen bolts / grub screws are covered (cable tie or tape)	
Chain guards fitted and safe	
Exhausts checked to be inside rear bumper	
No cracks and/or loose components on the exhaust	
No oil leaks	
Fuel lines and brake cables fastened above chassis	
Race suit, gloves, helmet, boots with ankle support and neck brace is good order	
Race numbers on all 4 sides.	
Fire extinguisher foam/ dry powder present	
Oil plugs seized/ locked	