



Prokart Super Single Series

2018 Africa 24 Hour Technical Regulations.

Rev 1

PART A: General.

The purpose of these technical regulations is to ensure that all competitors will, as far as possible, be able to compete with equipment that is of an equivalent standard. It is also the objective of these technical regulations to contain the costs of acquiring and maintaining equipment.

To ensure compliance all components comprising the engine package i.e. Clutch sprocket, clutch drum, rear sprocket, exhaust manifold, silencer etc. will be stamped with an identifying stamp.

1. Kart Numbers.

- 1.1. Only numbers and backing plates supplied by the organiser may be used.
 - 1.1.1. Prokart SSS Class: Yellow
 - 1.1.2. Pro Invitational Class: White
 - 1.1.3. Amateur: Red backing with white numbers
- 1.2. Numbers must be affixed to the bib, rear bumper and both side pods.
- 1.3. Any team not conforming may be black flagged.



2. The broader spectrum of Technical Control:

- 2.1. The Organizer reserves the right to inspect or halt any kart which is deemed to have been illegally modified, in any way. If the motor/s has to be dismantled, the cost of reassembly is for the account of the owner of that kart.
- 2.2. Where not specifically mentioned in these technical rules, any change to the technical specifications of any kart is disallowed. At any time, during or between events, the Organizer, the CTC, or the Clerk of the course may be approached regarding this matter, providing the protest procedure per paragraph 9.2 is adhered to. In the event of a dispute, any contravention of the technical regulations will be deemed to afford an advantage, until the contrary is proven beyond reasonable doubt, by the entrant/competitor.
- 2.3. Only homologated parts are accepted, except where specifically allowed, any variations are deemed to be illegal.

3. Engine strip as a result of protest or Clerk of the Course instruction.

- 3.1. The engine/s will be removed in parc ferme immediately after the completion of an event and placed in a sealed box. The team manager will sign the Notification to present engine/s for stripping.
- 3.2. The engines will be sent to the officially appointed engine builder who will strip the engine and submit a report to the event officials for adjudication of the protest. The inspection process will involve the stripping of the entire engine, which will require the replacement of certain parts and gaskets at a cost to the team or team that lodged the protest, depending if the protest is upheld or not.
- 3.3. The officials of the event will make a ruling. Once the ruling has been passed down to the competitor the engine will be reassembled and sealed by the officially appointed engine builder.
- 3.4. The engine/s will not be released back to the team until the cost of stripping, assembly and parts have been paid to the organiser.

4. Engine strip as result of broken seals.

- 4.1. For the procedure for stripping, assembling and sealing an engine/s as a result of broken seals please refer to paragraph 3 above.

5. Voluntary servicing and sealing of engines.

- 5.1. Teams may voluntarily submit their engines (with unbroken seals) for re-sealing and/or servicing.
- 5.2. This will not involve a full engine strip, unless the officially appointed engine builder finds an infringement of the technical regulations.
- 5.3. The cost for servicing will be at the current rate provided by the official engine builder per engine plus the cost of the new seals and any parts that may be required. A service will consist of clutch, oil change, spark plug, tappet reset.

Note: It is up to each team to determine whether any changes they make are accepted within the ambit of these rules. Any variance to these rules is considered a breach of these regulations.



6. Mechanical changes and allowances during an event.

- 6.1. Only one kart (chassis) may be used per team in any one event.
- 6.2. Any components may be changed during the race, including the motor/s.
- 6.3. All work to be carried out in the competitor's designated pit.

7. To reduce costs, the following are NOT allowed.

- 7.1. Tyre warmers or tyre chemicals.
- 7.2. No pit to driver communications.
- 7.3. On board tuning devices.
- 7.4. No fuel additives.
- 7.5. You MAY NOT open and build your own engines.

8. 8. Transponders.

- 8.1. Transponders must be mounted on the bib on a vertical line that intersects at 90 degrees to the horizontal line between the stub axles.

NB: If it is not in these rules it is not permitted.

NB: It is not the responsibility of the engine builder to automatically increase the engine power to the maximum output allowed in these regulations. This will only be done at the specific instruction of the team as an extra cost modification.



PART B: ENGINES.

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1. Endurance CLASS

1.1. ENGINES

1.1.1. Only Honda GX 390 model T1, T2 and H1 OEM engines supplied by Action Karting and Hoffman AFH13, supplied by 4 Stroke Workshop, stock engines will be allowed to compete in the series. Engines supplied will be sealed, together with a dynamometer report indicating that the horsepower is within the following parameters.

1.1.2. Horsepower = Max: 23.5

1.1.3. The following modifications, to be carried out by the appointed engine builder only, will be permitted:

1.1.3.1. The governor may be removed.

1.1.3.2. The oil cut out relay may be removed.

1.1.4. Accelerator linkages and routing are free. Only foot operated accelerator mechanisms are permitted.

1.1.5. Air induction is by means of the standard OEM air filter, or as an option, the K&N Red filter may be substituted.

1.1.6. Exhaust and manifold. Only standard exhausts and manifolds as supplied with engine package are permitted.

1.1.7. Spark plugs. Only NGK BPR6ES spark plugs are permitted. Spark plugs must remain standard. Filing of electrodes or machining of thread body to allow indexing is strictly forbidden.

1.1.8. An OEM electric self-starter may be fitted.

1.1.9. All motors must remain sealed at all times. Broken seals will lead to exclusion from the results and technical check of the motor.

1.1.10. Where necessary for repairs, and to keep costs under control, only the Official Engine builder may substitute OEM Honda parts with compatible OEM Hoffmann parts and vice versa.

1.1.11. An engine may be changed during an event provided it has been dyno tested and sealed by the officially appointed engine builder, scrutinised and a scrutiner's sticker affixed for that event.

1.1.12. Penalty for infringing: Exclusion.



1.2. Drive train.

- 1.2.1. The drive train consisting of clutch, sprockets and chain will be supplied with the engine, when purchased.
- 1.2.2. Final drive. The final drive will be by chain and sprocket as specified by the organiser.
- 1.2.3. Front sprocket = 15 teeth of .428 pitch Rear sprocket = 45 teeth of .428 pitch Chain = .428 pitch
- 1.2.4. Clutch: Noram Premier centrifugal dry type clutch with blue springs as supplied by the organiser, to allow a clutch engagement speed of 2200rpm.

1.3. Brakes and Braking system.

- 1.3.1. The brake system is free within the following parameters.
 - 1.3.1.1. Single disc acting on the rear axle.
 - 1.3.1.2. One single piston OEM brake calliper as supplied with chassis.
 - 1.3.1.3. One two piston aftermarket replacement brake calliper of the following type:
 - 1.3.1.3.1. Speed EVO system. Homologation number: CIK/FIA153-16/FR/14 17-18/FR/17.
 - 1.3.1.3.2. Kelgate
- 1.3.2. A back up cable operated brake linkage must be fitted to all karts.

1.4. Chassis.

- 1.4.1. Chassis are not controlled, but must be FIA/CIK homologated chassis.



1.5. Wheels and tyres.

1.5.1. Only full slick tyres are allowed as provided by the organiser

1.5.2. Front maximum wheel width between bead = 135mm . Rear wheel width between bead = 215mm

1.5.3. Kindly ensure your wheels comply with this rule to avoid penalty

1.5.3.1. It is prohibited to use any chemical treatment, or other means to artificially enhance the performance of tyres during official practice, qualifying and racing.

1.5.3.2. All tyres must be registered/ marked by the Chief Scrutineer or his assistant. Marking will take the form of a SERIAL STICKER. It is the team's responsibility to ensure all race tyres are marked before an event. Tyres are marked and registered against the name of the competing team.

1.5.3.3. Tyres will be checked each time a kart leaves the pit area to join the track. There will be a stationed tyre marshal who will check all tyres and ensure all teams comply with the rules.

1.5.4. From the start of any event, only the marked tyres may be used. Tyre identification maybe checked at any time during an event. Tyre/s rendered unusable, in the opinion of the Clerk of the course and the Technical Consultant, during an event may be replaced. Additional tyre sets will be available from the event organiser for replacement. The replaced tyre/s must be marked/remarked, before being fitted under the control of the Technical Consultant. No penalty applies if this procedure is followed.

Rear axle.

1.5.5. The rear axle will be of hollow steel with an outside diameter of 50mm or 40mm (depending on the chassis standard fittings). No differential of any type is permitted. Maximum width of the rear axle, measured between the outer edges of the wheel rims, must not EXCEED 1400mm

1.6. Minimum weight.

1.6.1. The minimum weight of the kart including driver will be 185kg from commencement of free practice. All ballast MUST be attached to the kart chassis in a suitable weight bracket. See Penalty Schedule document for underweight penalties

1.6.2. Penalty for infringing: 7.1 Underweight penalty as per penalty schedule

1.7. Side pods, bibs, rear bumpers and nose cones:

1.7.1. All karts will be equipped with the regulation side pods, bibs and nose cones. As specified by the organizer or FIA/CIK homologated units. They shall remain in position at all times. No substitutes allowed.



1.8. Fuel.

- 1.8.1. Controlled 95 Octane fuel will be provided by the organisers
- 1.8.2. Fuel may not be stored in competitor pits at any time
- 1.8.3. Fuel will only be issued in the controlled refuelling area near parc ferme.
- 1.8.4. Refuelling rigs will be provided by the organisers for all teams to use. Teams **may not** use their own refuelling equipment.
- 1.8.5. Fuel additives are not permitted. The organizer reserves the right to replace any fuel suspected of having additives.
- 1.8.6. Penalty for infringing: Exclusion

1.9. Repairs, servicing and maintenance of engines.

- 1.9.1. Routine servicing and maintenance, such as oil, filters, spark plug changes, clutch lubrication and tappet clearance settings may be undertaken by the team. Any repair or maintenance that requires the engine seal to be broken **MUST** be undertaken by the officially appointed engine builder.
- 1.9.2. Repairs, rebuilding and maintenance of engines:
 - 1.9.2.1. All engines will be sealed, at all times, by the officially appointed engine builder for each Class.
 - 1.9.2.2. Should an engine/s need to be worked on, parts replaced, or a general check be done to the motor\s, the following procedure will be adhered to:
 - 1.9.2.3. The engine will be delivered to the officially appointed engine builder for that Class. All work will be carried out by the officially appointed engine builder, after which the motor\s will be resealed. Numbered seals will be fitted to each engine prior to delivery by the Organizer. These must remain intact. A broken seal will result in exclusion.
 - 1.9.2.4. In order to control the parts used and or replaced, only OEM engine spares available from an appointed OEM agent will be accepted as replacement engine parts. Any parts requiring further machining will be carried out by an approved engineering company. During this stage the balance of the motor\s will remain in the custody of the officially appointed engine builder until such time as the refurbished parts are returned and checked for compliance by the CTC of the series.
 - 1.9.2.5. The only person allowed to strip and reassemble any motor/s is the officially appointed engine builder or his appointed representative for each class.



1.9.3. Motors must be presented with intact valid seals as provided by the official engine builder.

1.10. Official engine builder.

1.10.1. 4 Stroke Workshop, 23 Fortress road, Rhodesfield, Kempton is the officially appointed engine builder. 4 Stroke Workshop will be responsible for the servicing, repair, sealing, dyno testing of all engines to be used in the Prokart Super Single Series and the Africa 24 Hour. It is the responsibility of the official engine builder to report any irregularities and to maintain a log book of all engines in the series, in which will be recorded the engine make and model and serial, plus dyno results after each dyno test.

It is the explicit wish of the Organizer that this series becomes a training ground and a natural outlet for persons wishing to compete under normal motor sport conditions. The series is designed to be affordable, fair and for your enjoyment and your training to greater heights, let's keep it that way.



2018 PROKART AFRICA 24 HOUR - Penalty Schedule

Rev 1

Ref#	Group	Penalty
1 - General		
a	Making less than the required number of compulsory pit stops	5 lap penalty per missed stop
b	Penalty for underweight in a race	5 laps penalty per occurrence
c	Penalty for underweight in a qualifying session	Excluded from qualifying
d	Any kart that does not comply with technical regulations that is permitted to race at the discretion of the Clerk of the course	Start at back of grid and excluded from the results
e	Any serious misconduct or variation of the rules as deemed by the Clerk of the course	Any penalty, up to and including exclusion from the event
2 - Documentation		
a	No changes in the listed drivers will be permitted after official qualifying has commenced	5 lap penalty per race in the event
b	Failure to attend drivers briefing	R100 fine - to be paid prior to competing
c	Failure to complete registration before the event	R100 fine - to be paid prior to competing
d	Late return of transponder to the Organizer after an event	R200 fine - no further transponders issued to team until the fine is paid
e	Lost or damaged transponder	Landed replacement cost including postage, taxes and duties and subscription
f	Late entry fee	R200 fine - to be paid prior to competing
3 - Behaviour		
a	Any competitor caught under the influence of drugs or alcohol, during an event, will be excluded for the rest of the season. The team will be excluded from the results of that particular event	Entire team excluded from the event and the incident referred to the committee for further action which may include the exclusion of the entire team for the rest of the season, or any amount of events as seen fit by the committee
b	Disobeying or abusing officials	10 lap penalty per incident
4 - On Track infringements		
a	No kart may travel in the reverse direction to the traffic flow	5 lap penalty in the race in which the offence occurred
b	Outside assistance (excluding authorised kart recovery)	5 lap penalty
c	Ignoring flag signals with displayed kart number	3 lap penalty per occurrence
d	Overtaking under the yellow or red flags	2 lap penalty per occurrence
e	Team members (excluding the current driver) entering the circuit without permission	5 lap penalty
f	Reckless, dangerous driving or excessive bumping and barging	5 lap penalty
g	Obvious blocking of other karts	5 lap penalty
h	A driver taking a short cut	1 lap penalty
i	Loss of ballast or weights through negligence	5 lap penalty
j	Driver driving for more than one team	Exclusion of all involved teams from the event
k	Participation in practice, qualifying or any race without passing scrutineering	Exclusion from the session concerned



5 - Off track infringements		
a	Speeding in the pit area	3 lap penalty
b	Refuelling outside the driver change and fuel station area	5 lap penalty
c	Storage of fuel outside the refuelling area after the start of qualifying or first race (whichever is first)	5 lap penalty
d	Working on a kart outside of the team's pit area	3 lap penalty
e	Smoking, fires, open flame or using any open ignition source in the refuelling area	10 lap penalty
f	Exceeding the maximum number of team members in the refueling area (3 maximum)	5 lap penalty
g	Refueling while the driver is still in the kart	10 lap penalty
6 - Technical		
a	Any modification not allowed in the 2018 Prokart Africa 24 Hour Technical Regulations or any modification allowing an unfair advantage, or of a dangerous nature	Exclusion
b	Breach of the tyre usage/technical rules	20 lap penalty
c	Broken or tampered with engine seal/s	Exclusion

Note: Penalties are applicable to any current running race result. In the case where an infringement occurs between races or after the last race of the day then the penalty will be applied to the previous race of the day