



Prokart Super Single Series

2018 Technical Regulations.

Rev 3

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. Teams should make arrangements to have these components stamped by no later than round 2 of the 2018 season.

1. Kart Numbers.

1.1. Each kart shall be identified prior to scrutineering by opaque flexible plastic number plates affixed to the kart itself and facing front and to the rear. Bibs & rear bumpers:

- 1.1.1. Minions 10cm (100mm) minimum
- 1.1.2. Midgets 12cm (120mm) minimum.
- 1.1.3. All other Classes 14cm (140mm) minimum.

1.2. Competition numbers must be present and legible on the side pods in the same upright bold fonts as above. The backing for these side pod numbers can be either the standard yellow or the class colour. No other colours are permitted. For the purpose of TV & marketing, the recommended size for these numbers is 80mm

1.3. The backing must be of a uniform single colour as defined in these regulations. The numbers must be standard font "ARIAL" or similar and in an unbroken colour without borders, edging or shadow.

1.4. For the purpose of timekeeping all race numbers must be bold upright (no italics) font similar to ARIAL. Script type numbers are not permitted. Neither neon coloured numbers and or backgrounds are permitted

1.5. It is permissible that numbers and background may be painted on bodywork having a flat or minimal curved surface providing the numbers can be easily read at an oblique angle 45° from the front by the Timekeepers/Lap Scorers. The numbers and background must comply with the above requirements in respect of dimension and colours. The plates must be fixed in such a manner so as not to bend or otherwise change their attitude in the airflow.

1.6. Any team not conforming may be black flagged.

1.7. Prokart Super Single class reserves the first 10 numbers in the allocated number series to denote the finishing order of the previous year Championship results. Any teams selecting other numbers must advise the Organizer within 10 days of the first event. A kart that is sold to a new team, or a team that changes its name, during the current season, must apply for a new number. Numbers allocated to teams will become available for reallocation if a team fails to register for the new season.

1.8. Any other numbers must also be registered in the same time frame, if out of sequence, or special numbers.

1.9. Prokart Super Single Endurance – Yellow backing plate with black numbers.

1.10. Prokart Super Single Sprint Series – White backing plate with black numbers.

1.11. If registered for both Prokart Super Single Endurance and Sprint Series - Light blue with black numbers.



- 1.12. Champions in the various classes will be allocated the number "1" with appropriate backing plate and number colour for the class.
- 1.13. All novice drivers are required to wear an "X" on the back of their crash helmets and the rear number plate, for at least two races at the discretion of the Clerk of the course.



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 13 of the Rules and Regulations 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 pit.

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

- 7.1. Special tyre changing equipment other than standard tyre changing tools supplied for use in karting
- 7.2. Tyre warmers or tyre chemicals.
- 7.3. No pit to driver communications.
- 7.4. On board tuning devices.
- 7.5. No fuel additives.
- 7.6. 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.

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.

1. 390 CLASS (ENDURANCE AND SPRINT 390)

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 as per the software output of the dynamometer calibrated at the beginning of the season. Upgrades to the dynamometer's sensors and software modules may require re-calibration of the dynamometer itself, resulting in a change of the maximum horsepower reading. This may result in a different reading as per the regulations and members will be notified of this when the dynamometer changes. All care is taken to ensure that when re-calibration occurs resulting in a change in readings, the maximum output reported by the software is still in line with the series' base tests at the beginning of the season. So in the event the dynamometer has a different reading to the base reading, all new tests will be conducted according to the new base test results.
- 1.1.3. The following modifications, to be carried out by the appointed engine builder only, will be permitted:
- 1.1.4. The governor may be removed.
- 1.1.5. The oil cut out relay may be removed.
- 1.1.6. Accelerator linkages and routing are free. Only foot operated accelerator mechanisms are permitted.
- 1.1.7. Air induction is by means of the standard OEM air filter, or as an option, the K&N Red filter may be substituted.
- 1.1.8. Exhaust and manifold. Only standard exhausts and manifolds as supplied with engine package are permitted.
- 1.1.9. 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.
- 1.1.10. An OEM electric self-starter may be fitted.
- 1.1.11. All motors must remain sealed at all times. Broken seals will lead to exclusion from the results and technical check of the motor.



- 1.1.12. 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.
- 1.1.13. New engines supplied with a temporary seal, may be run in and used in ONE race. The engine MUST be returned to the officially appointed engine builder after one race, to be dynamometer tested and a permanent seal fitted. Failure to return the engine before the next race will result in the engine being impounded at the next race to be dynamometer tested and sealed . Penalty as per penalty schedule.
- 1.1.14. 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 scrutiniser's sticker affixed for that event. Penalty as per penalty schedule.

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

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. Tyres front = 10x4.50, 50-5 Dunlop compound rating SL1.

1.5.3.2. Tyres rear = 11x7, 10-5 Dunlop compound rating SL1.

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

1.5.3.4. Endurance teams may use a maximum of 4 sets of marked tyres (new or old) for a full season, except where explicitly allowed otherwise in the regulations for a particular event. Sprint teams may use a maximum of 3 sets of marked tyres (new or old) for the season. ONLY marked tyres (new or old) will be permitted to be used throughout the season and if you choose to mark an old set of tyres, then those will be deemed to be part of your annual allocation. Marked tyres will be serialised, recorded and checked at each event to ensure compliance. Penalty as per penalty schedule.

1.5.3.5. 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, or that previously used race tyres are on the kart before scrutinizing on the day. Tyres are marked and registered against the name of the competing team.

1.5.3.6. A register will be kept, noting all team tyre markings and event dates.

1.5.3.7. SERIAL STICKERS will be supplied by the club on race day. Cost is R160 per set of tyres and is compulsory for every team.

1.5.4. Note: A race meeting (event) may consist of more than one heat

1.5.5. 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. They must be replaced with used tyres, whether previously marked or not. 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.



1.6. An electronic log will be implemented to control the above regulations. (Only officially appointed persons can enter the data into the log.)

1.7. Rear axle.

1.7.1. 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

1.8. Minimum weight.

1.8.1. 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

1.8.2. Penalty for infringing: 1.7.1 Underweight penalty as per penalty schedule

1.9. Seats.

1.9.1. Only seats approved by the Organizer may be used.

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

1.10.1. 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.

1.11. Fuel.

1.11.1. Teams will provide their own fuel for practice qualifying and race. Only 93 or 95 Octane pump fuel is permitted. For the race, fuel must be placed, in suitable containers clearly marked with the team name, in the refuel area. Refer to rule 12 of the Prokart Rules and Regulations for refuelling procedure.

1.11.2. Fuel may not be stored in competitor pits after the start of free practice.

1.11.3. Fuel additives are not permitted. The organizer reserves the right to replace any fuel suspected of having additives.

Penalty as per penalty schedule.

1.12. Repairs, servicing and maintenance of engines.



- 1.12.1. 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.
- 1.12.2. Repairs, rebuilding and maintenance of engines.
- 1.12.3. All engines will be sealed, at all times, by the officially appointed engine builder for each Class.
- 1.12.4. 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:
- 1.12.5. 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.
- 1.12.6. 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.
- 1.12.7. The only person allowed to strip and reassemble any motor/s is the officially appointed engine builder or his appointed representative for each class.
- 1.12.8. Motors must be presented with intact seals.

1.13. Official engine builder.

- 1.13.1. 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. 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, 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.



2. Minions 50CC CLASS

2.1. ENGINES

2.1.1. Only Honda GX H50 engines supplied by Action Karting/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.

2.1.2. Horsepower = Max: Engine too small to turn the dyno. As supplied

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

2.1.4. The governor may be removed.

2.1.5. The oil cut out relay may be removed.

2.1.6. Accelerator will be supplied with the engines. Only foot operated accelerator mechanisms are permitted.

2.1.7. Air induction is by means of the standard OEM air filter, or as an option, the green air filter may be substituted.

2.1.8. Only manifolds and silencers as supplied with the engines package are permitted.

2.1.9. Spark plugs. Only NGKCR5 spark plugs are permitted. Spark plugs must remain standard. Filing of electrodes or machining of thread body to allow indexing is strictly forbidden.

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

2.1.11. New engines supplied with a temporary seal, may be run in and used in ONE race. The engine MUST be returned to the officially appointed engine builder after one race, to be dynamometer tested and a permanent seal fitted. Failure to return the engine before the next race will result in the engine being impounded at the next race to be dynamometer tested and sealed .

2.1.12. 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 scrutiniser's sticker affixed for that event. The engine may only be changed under the supervision of the scrutinizer

Penalty as per penalty schedule.

2.2. Drive train.

2.2.1. The drive train consisting of clutch, sprockets and chain will be supplied with the engine, when purchased.

2.2.2. Final drive. The final drive will be by chain and sprocket as specified by the organiser.



2.2.3. Front sprocket = 16 teeth of .219 pitch Rear sprocket = 89 teeth of .219 pitch Chain = .219 pitch

2.2.4. Clutch. Centrifugal as supplied by Engine Builder.

2.3. Brakes and Braking system.

2.3.1. The brake system is free within the following parameters.

2.3.2. Single disc acting on the rear axle.

2.3.3. One single piston OEM brake calliper as supplied with chassis.

2.3.4. A back up cable operated brake linkage must be fitted to all karts.

2.4. Chassis.

2.4.1. Restricted to a Cadet Kart Chassis, Any Brand Chassis are free but must be FIA/CIK homologated chassis.

2.5. Wheels and tyres.

2.5.1. Front maximum wheel width between bead = ?. Rear wheel base outer width of a maximum of ?. Kindly ensure your wheels comply with this rule to avoid penalty

2.5.2. Tyres front = Mojo C2

2.5.3. Tyres rear = Mojo C2

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

2.5.5. Teams must use one set of new MOJO tyres for a minimum of 5 (five) consecutive race meetings in which the team has taken part.

2.5.6. All tyres must be registered/ marked by the Chief Scrutineer or his assistant. Marking will take the form of an encoded marker/impression or suitable indelible colouring configuration as deemed prudent by the technical committees. It is the team's responsibility to ensure new tyres are marked before an event, or that previously used race tyres are on the kart before scrutinizing on the day. Tyres are marked and registered against the name of the competing team.

2.5.7. A register will be kept, noting all team tyre markings and event dates.

2.5.8. **Note: A race meeting (event) may consist of more than one heat**

2.5.9. From the start of any event, only the marked tyres may be used. Tyre identification may be 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. They must be replaced with used tyres, whether previously marked or not. 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.



2.5.10. An electronic log will be implemented to control the above regulations. (Only officially appointed persons can enter the data into the log.)

2.5.11. Full wet weather tyres are not allowed.

2.6. Rear axle.

2.6.1. The rear axle will be of hollow steel with an outside diameter of 25mm (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 1150mm.

2.7. Minimum weight.

2.7.1. The minimum weight of the kart including driver will be 75kg from commencement of free practice. All ballast MUST be attached to the kart chassis in a suitable weight bracket. See penalty schedule for underweight penalties.

2.7.1.1. **Underweight as a result of losing a component.** At the sole discretion and under supervision of the Clerk of the Course or Chief Scrutineer, the kart, with the same driver, may be re-weighed after the component has been replaced and before re-joining the race, **without penalty**. The Clerk of the Course or Chief Scrutineer must sign off the weight record. Failure to re-weigh the kart with same driver, under supervision of the Clerk of the Course or Chief Scrutineer, before re-joining the race will result in disqualification even if the kart is subsequently compliant with Technical rule 8.

2.8. Seats.

2.8.1. Seats may consist of any material, but must be CIK/FIA approved.

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

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

2.10. Fuel.

2.10.1. Teams will provide their own fuel for practice qualifying and race. Only 93 or 95 Octane pump fuel is permitted. For the race, fuel must be placed, in suitable containers clearly marked with the team name, in the refuel area. Refer to rule 12 of the Prokart Rules and Regulations for refuelling procedure.

2.10.2. Fuel may not be stored in competitor pits after the start of free practice.

2.10.3. Penalty as per penalty schedule.

2.11. Repairs, servicing and maintenance of engines.



2.11.1. 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.

2.12. Repairs, rebuilding and maintenance of engines.

2.12.1. All engines will be sealed, at all times, by the officially appointed engine builder for each Class.

2.12.2. 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:

2.12.3. 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.

2.12.4. 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.

2.12.5. ***The only person allowed to strip and reassemble any motor/s is the officially appointed engine builder or his appointed representative for each class.***

2.12.6. ***Motors must be presented with intact seals.***

2.13. Official engine builder.

2.13.1. 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 Midget Series. 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, plus dyno results after each dyno test.

2.14. 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 for your enjoyment and your training to greater heights, let's keep it that way.



3. MIDGET CLASS

3.1. ENGINES

3.1.1. Only Honda GX 160 engines supplied by Action Karting/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.

3.1.2. Horsepower = **Max: 10.2hp** as per the software output of the dynamometer calibrated at the beginning of the season. Upgrades to the dynamometer's sensors and software modules may require re-calibration of the dynamometer itself, resulting in a change of the maximum horsepower reading. This may result in a different reading as per the regulations and members will be notified of this when the dynamometer changes. All care is taken to ensure that when re-calibration occurs resulting in a change in readings, the maximum output reported by the software is still in line with the series' base tests at the beginning of the season. So in the event the dynamometer has a different reading to the base reading, all new tests will be conducted according to the new base test results.

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

3.1.4. The governor may be removed.

3.1.5. The oil cut out relay may be removed.

3.1.6. Accelerator will be supplied with the engines. Only foot operated accelerator mechanisms are permitted.

3.1.7. Air induction is by means of the standard OEM air filter, or as an option, the green air filter may be substituted.

3.1.8. Only manifolds and silencers as supplied with the engines package are permitted.

3.1.9. 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.

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

3.1.11. New engines supplied with a temporary seal, may be run in and used in ONE race. The engine MUST be returned to the officially appointed engine builder after one race, to be dynamometer tested and a permanent seal fitted. Failure to return the engine before the next race will result in the engine being impounded at the next race to be dynamometer tested and sealed .

3.1.12. 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 scrutiniser's sticker affixed for that event. The engine may only be changed under the supervision of the scrutinizer



Penalty as per penalty schedule.

3.2. Drive train.

3.2.1. The drive train consisting of clutch, sprockets and chain will be supplied with the engine, when purchased.

3.2.2. Final drive. The final drive will be by chain and sprocket as specified by the organiser.

3.2.3. Front sprocket = 20 teeth of .219 pitch Rear sprocket = 68 teeth of .219 pitch Chain = .219 pitch

3.2.4. Clutch. Centrifugal as supplied by Engine Builder. Magnum centrifugal dry type clutch with white springs as supplied by the organiser.

3.3. Brakes and Braking system.

3.3.1. The brake system is free within the following parameters.

3.3.2. Single disc acting on the rear axle.

3.3.3. One single piston OEM brake calliper as supplied with chassis.

3.3.4. One two piston aftermarket replacement brake calliper of the following type: MA20 with Homologation code: 09/RFR/20 as supplied by 4 stroke workshop.

3.3.5. A back up cable operated brake linkage must be fitted to all karts.

3.4. Chassis.

3.4.1. Restricted to a Mini Kart Chassis, Any Brand Chassis are free but must be FIA/CIK homologated chassis.

3.5. Wheels and tyres.

3.5.1. Front maximum wheel width between bead = 135mm. Rear wheel base outer width of a maximum of 1110mm.

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

3.5.3. Tyres front = 10.0-5 x 4.0, Mojo Tyres

3.5.4. Tyres rear = 11.0-5 x 5.0, Mojo Tyres.

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



3.5.6. Teams must use one set of new MOJO tyres for a minimum of 5 (five) consecutive race meetings in which the team has taken part.

3.5.7. All tyres must be registered/ marked by the Chief Scrutineer or his assistant. Marking will take the form of an encoded marker/impression or suitable indelible colouring configuration as deemed prudent by the technical committees. It is the team's responsibility to ensure new tyres are marked before an event, or that previously used race tyres are on the kart before scrutinizing on the day. Tyres are marked and registered against the name of the competing team.

3.5.8. A register will be kept, noting all team tyre markings and event dates.

3.5.9. **Note: A race meeting (event) may consist of more than one heat**

3.5.10. 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. They must be replaced with used tyres, whether previously marked or not. 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.

3.5.11. An electronic log will be implemented to control the above regulations. (Only officially appointed persons can enter the data into the log.)

3.5.12. Full wet weather tyres are not allowed.

3.6. Rear axle.

3.6.1. The rear axle will be of hollow steel with an outside diameter of 30mm (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 **1150mm**

3.7. Minimum weight.

3.7.1. The minimum weight of the kart including driver will be 110kg from commencement of free practice. All ballast MUST be attached to the kart chassis in a suitable weight bracket. See penalty schedule for underweight penalties.

3.7.2. **Underweight as a result of losing a component.** At the sole discretion and under supervision of the Clerk of the Course or Chief Scrutineer, the kart, with the same driver, may be re-weighed after the component has been replaced and before re-joining the race, **without penalty**. The Clerk of the Course or Chief Scrutineer must sign off the weight record. Failure to re-weigh the kart with same driver, under supervision of the Clerk of the Course or Chief Scrutineer, before re-joining the race will result in disqualification even if the kart is subsequently compliant with Technical rule 8.

3.8. Seats.

3.8.1. Seats may consist of any material, but must be CIK/FIA approved.

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



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

3.10. Fuel.

3.10.1. Teams will provide their own fuel for practice qualifying and race. Only 93 or 95 Octane pump fuel is permitted. For the race, fuel must be placed, in suitable containers clearly marked with the team name, in the refuel area. Refer to rule 12 of the Prokart Rules and Regulations for refuelling procedure.

3.10.2. Fuel may not be stored in competitor pits after the start of free practice.

Penalty as per penalty schedule.

3.11. Repairs, servicing and maintenance of engines.

3.11.1. 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.

3.11.2. Repairs, rebuilding and maintenance of engines.

3.11.3. All engines will be sealed, at all times, by the officially appointed engine builder for each Class.

3.11.4. 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:

3.11.5. 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.

3.11.6. 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.

3.11.7. ***The only person allowed to strip and reassemble any motor/s is the officially appointed engine builder or his appointed representative for each class.***

3.11.8. Motors must be presented with intact seals.

3.12. Official engine builder.

3.12.1. 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 Midget Series. 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, plus dyno results after each dyno test.



3.12.2. 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 for your enjoyment and your training to greater heights, let's keep it that way.