

JUNIOR PRO-KART 2019



**Teesside
karting**

CKRC
CUMBRIA KART RACING CLUB

**Stretton
Circuit**
LEICESTER



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INTRODUCTION

It has become apparent in recent years, when a child is too big for a cadet kart or too old to race in a cadet class, there really hasn't been anywhere for them to go, the traditional routes in to MSA two stroke racing requiring a big leap in funding and a steep learning curve. The only alternative has been to drop them in to the Pro-Kart class suddenly racing against adults with more experience and in most cases an unachievable weight limit for most 12 year old drivers.

That is where the Junior Pro-Kart class comes in, most drivers will already have two suitable engines, from cadets, and all the tools and knowledge to make the next step in to a Pro-Kart.

Junior Pro-Kart Class removes the necessity for the driver to carry a huge amount of ballast and restricts the speed of the engines to make a safer environment for a junior driver.

The class will run in its own grid at Teesside, Shennington and Stretton, Rowrah Jurby and Fulbeck in 2019.

We hope to see you there.

WHERE CAN I RACE?

UK CIRCUITS



TEESSIDE KARTING

South Tees Motorsports Park
Dormor Way
Middlesbrough
TS6 6XH
01642 231117



STRETTON

Gartree Road
Leister
LE2 2FG
0116 259 2900



ROWRAH

CKRC
Kirkland, Frizington
Cumbria
CA26 3XU
07913905734



SHENNINGTON

Shennington Airfield
Shennington
Banbury
OX15 6NW
01926 812177



FULBECK

Stragglethorpe Lane
Grantham
NG32 3JE
0114 230 2381

JUNIOR PRO-KART CLASS RULES AND REGS 2019

These rules form the base regulation for the class and will run in conjunction with the IKR rules and regulations at each circuit and where necessary will be supported by SR's when required.

Junior Pro Kart Class

1. Championship Regulations
 - a. To be set by each IKR circuit
 - b. Entry fees to be set by each IKR circuit
 - c. Registration via the specific IKR website or office
2. Race Day Regulations.
 - a. The format of RACE days and heats to be decided by each circuit based on their own championship needs.
 - b. Junior Pro Kart Class will be run as its own grid when more than 5 entries are present – [each circuit should aim to provide a dedicated grid at all race meetings regardless of grid size]
 - c. Championship points should be in accordance with the championships other classes at each IKR
 - d. Penalties should be in accordance with the IKR rule and regulations for their championship
3. Competitor Eligibility
 - a. 12- 16 years old
 - i. competitors should be considered eligible in the year of their 12th birthday
 - ii. or if they are currently 40kg or above in weight excluding ballast or helmet and over 149cm in height
 1. drivers who wish to enter the Junior Pro Kart class based on height and weight rather than age should be able to demonstrate driving skills and minimum lap times to prove they are competent
 2. Competency should be assessed by a senior official at a practice session.
 - a. Minimum lap time should be set by the IKR in question
 - iii. Drivers will cease to be eligible for Junior Pro Karts at the end of the season in the year they turn 16 years old
 - b. Competitors must
 - i. Be accompanied by and signed on by a parent or guardian that is over 18 years old at each practice and race meeting
 - ii. Pay any joining or registration fee at each IKR circuit
4. Kart Eligibility
 - a. Chassis Twin Pro Kart minimum 1040 to maximum 1080mm length chassis
 - i. Chassis must be from a recognised kart manufacturer
 - ii. The chassis should be in good condition with no cracks etc.
 - iii. The chassis must be of a one-piece construction
 - iv. Only one chassis is permitted per round, unless agreed by the officials that a chassis is too damaged to continue to be safe.
 - b. Engines - All engines are subject to a buy back rule and can be brought for £600.
 - i. 2 x RPM Pro Extreme 200 sealed engines with 4 seals in place
 - ii. DEP exhaust fitted
 - iii. 15mm restrictor plate in the carburettor
 - iv. All engine numbers should be registered with the race organisers
 - v. Any engine changes during a race should be by prior agreement with a race official with designated responsibility at that race meeting.
 1. In the event of the competitor's engines being sent for scrutineering at the end of the meeting the original engine and the two engines on the kart will be sent away as well.

- c. Rear axle - 30mm hollow or solid metal
 - i. Circlip must be in place at both end of axle to prevent hub loss
- d. 219 drive chain only
 - i. Chain guard should be in place at all times
 - a. A plastic strip or the full cover
- e. Gearing
 - i. Gearing will be fixed at each circuit- SR's
 - ii. Sprocket guards must be fitted and made from plastic only
- f. Brake fitted to the rear axle only
 - i. Hydraulic
 - ii. Metal brake disc only
 - 1. drilled or vented disc allowed
 - iii. Brake safety wire must be fitted in case of failure
 - iv. A calliper with the maximum of four pistons may be fitted with two per side of the disc, may be used.
- g. Wheels mono aluminium or MAG wheels
 - i. Front wheels must have a maximum width of 132mm
 - ii. Rear slick rims must be a minium 200mm and a maximum 214mm
 - iii. Rear wet rims must be a minium 120 and a maximum 150mm
- h. Tyres – All tyres must be NFA marked
 - i. Bridgestone YDS for dry conditions
 - ii. Bridgestone YFD for wet conditions
 - 1. Tyres must NOT be cut
 - 2. Tyres must NOT be altered in anyway
 - 3. Tyres must NOT have any chemical/s applied to soften or modify the tyre in any way
 - 4. Tyre warmers or any device or equipment that delivers heat in to the tyres may NOT be used.
 - 5. A set of pool tyres will be available at the discretion of the officials if wrong doing or tampering is thought to have occurred.
 - i. Steering column must have a collar fitted to secure it to the kart if the bottom bolt fails
- j. Seat
 - i. The seat must be correctly fitted to the kart using the original seat stays
 - ii. The seat must not show damage or fatigue due the placement of ballast attached to the seat.
- k. Throttle return springs must be fitted to both the carburettor and pedal.
- l. Body work
 - i. Side pods must be fitted to the kart and should not exceed the width of the rear tyres
 - 1. Should be securely attached to the chassis
 - ii. Nassau panels only NO BIGFOOTS
 - iii. 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
 - iv. All bodywork should be securely attached to the kart at all times, the use of r-clips and circlips where indicated is a must and a scrutineering failure if they are not in place.
- m. Numbers
 - i. Front and rear numbers are required
 - 1. Some IKR circuits require a side number as well
 - 2. All numbers should be clearly printed with Neon Orange background and a Black number

3. Displayed in a panel clear of other graphics
 4. No italic or fancy fonts are allowed
- n. Weight
- i. The driver and kart together with any ballast required must weigh
 1. 165kg at all times
 2. A maximum of 30 kilograms of lead ballast maybe added to the kart to achieve this weight.
 3. All ballast should be safely and secure fitted the body of the kart or the seat.
 - a. Drivers and teams will face harsh penalties if ballast comes lose from the kart during the race meeting.
 4. Weight post will only be allowed to carry a maximum of 7.5kg of lead ballast.
 5. Individual pieces or blocks of ballast should weigh no more than 5kg.
 6. The use of lead seat inserts or lose lead that the driver sits on will NOT be permitted.

Officers

Malcolm Fell - Chief Scrutineer

Roger Pitchford - RPM Engines

The 200 extreme engine is regulated by RPM, your engine should have been sealed by them.

Kathryn Franklin - Teesside - Clerk of the Course

Nick Lowe - Stretton and Shennington - Clerk of the Course

Malcolm Fell - Rowrah - Clerk of the Course

Fulbeck - TBC

Jurby [IOM] - TBC

NOTES

1. Supplementary regulations [SR'S] will be issued by each IKR circuit for GEARING and any other matters arising. Please make sure that you contact the circuits you plan to race at to confirm these regulations.

2. Implementation of these rules will be at the discretion of the COC on the day at each circuit, rights to appeal will be by the rules and regulations governing the IKR running the event, this may vary.

3. In the unlikely event that the scrutineering at a particular IKR or RPM is in question, the driver and the kart in question can be referred to Malcolm Fell to further scrutineer the kart for a charge to the party of £250, plus any fees arising.

For your notes.....

2019 IKR CALENDAR

	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We
Jan		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
								2							3		
Feb					1	2	3	4	5	6	7	8	9	10	11	12	13
								6							7		
Mar					1	2	3	4	5	6	7	8	9	10	11	12	13
						SHEN									10	STR	
Apr	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
						SHEN									STR		
May			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
						SHEN		BH							STR		
Jun					1	2	3	4	5	6	7	8	9	10	11	12	
						SHEN									STR		
Jul	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
						SHEN									STR		
Aug				1	2	3	4	5	6	7	8	9	10	11	12	13	14
						SHEN									IOM		
Sep						1	2	3	4	5	6	7	8	9	10	11	
							SHEN								STR		
Oct		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
						SHEN									STR		
Nov					1	2	3	4	5	6	7	8	9	10	11	12	13
															IOM		
Dec						1	2	3	4	5	6	7	8	9	10	11	
															IOM		
	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We

Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu
17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Please note dates for Rowrah and Fulbeck are still being confirmed				
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Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu

FOR MORE INFORMATION CONTACT YOUR LOCAL IKR
CIRCUIT OR JOIN US ON OUR FACEBOOK GROUP

JUNIOR PRO KART CLASS

