



Pro-Kart Regulations

For the purposes of clarification – we do not use drop down bumpers on ProKarts

For the avoidance of doubt on clutches: Clutch – A dry, air cooled centrifugal clutch of Noram Magnum, Maxtorque 1600 or 4000 series type (or others introduced meeting the same intended purpose) must be used to transmit drive. Wet clutch units are not permitted. The clutch should be in standard form as supplied and have maximum engagement speed of no more than 2500 rpm engine speed – the clutch must not be adjustable whilst installed in position. Spring rates are open up to the maximum engagement speed. Drum gearing is open. Real Axle Gearing is open unless notified otherwise.

Junior ProKart (Scotland Spec)

Minimum Weight: 152 kg

Tyres: Heidenau HKM (Slick in all weather)

Engines: As per the Scottish Pro-Kart G200 Regulations for Junior (available on WSKC website)

Numbers: Blue background, white number (other colours will be accepted until 15/10/2020)

Junior ProKart (BPEC Spec)

Minimum Weight: 165kg

Tyres: Bridgestone YDS (Slick in all weather)

Engines: Sealed RPM GX200 Units in Junior Spec – WSKC have the right to remove these and send them to RPM for inspection.

Numbers: Blue background, White Numbers – White line underneath (other colours will be accepted until 15/10/2020)

Senior ProKart (Scotland Spec)

Minimum Weight: 190kg

Tyres: Heidenau HKM

Engines: As per the Scottish Pro-Kart G200 Regulations for Senior (available on WSKC website).

Numbers: Red background, white numbers (other colours will be accepted until 15/10/2020)

Senior ProKart (BPEC Spec)

Minimum Weight: 185kg

Tyres: Bridgestone YDS

Engines: Sealed RPM GX200 Units in Senior Spec – WSKC have the right to remove these and send them to RPM for inspection.

Numbers: Red background with white numbers – white line underneath (other colours will be accepted until 15/10/2020)

GENERAL SAFETY

Chassis must be prepared to a high standard; Brakes must have a secondary cable as well as a rod/cable attachment.

Maximum of 6kg per weight post.

Maximum of 5kg attached to the seat with a minimum of 2 fixings (heavy duty cable ties or bolts).

Seats must be fixed as per the Blue Book – a load spreading spacer should be used between the seat and chassis attachment points.

Chain guard strip must be used as a minimum, we recommend a full enclosed chain guard where possible.

A locking collar or similar device must be fitted to the steering wheel column to prevent it becoming undone from the chassis.

No wooden blocks on pedals, only correctly fitted pedal adjustment systems may be used.

Suits must be a minimum of 2 layer, we recommend CIK standard.

Helmets must be of CMS/CMR standard for Juniors.

Suitable Kart Boots and Helmets must be worn.

Seniors may use British Standard or MSUK approved helmet standards.

Fixed gearing may be introduced to any of the above classes with 72hours notice.

A breather bottle must be fitted to fuel tanks.

The kart should be free from oil leaks/trailing debris and all components should be firmly attached and where possible/suitable fail-safe secondary attachments used.

If you are unsure if your kart meets the required standard, send pictures to raceentry@wskc.co.uk or visit the scrutineers on Sunday morning as per the race day programme.

If you are unsure ask, these regulations will be used in conjunction with the BPEC and Scottish G200 Engine Regulations, Judicial punishments will be as per the WSKC-IKR regulations available on www.wskc.co.uk

Karts should be prepared in conjunction with guidance set out by Motorsport UK where possible.