

2024 Class Rules & Regulations: CADET 160 and 200 /R200 HONDA Inter



Quote: "Unless it states that you can do it... Then you cannot!"

CH1 Competitors in the Cadet Class must be 8 years old and can continue to compete up to the 31st December of the calendar year in which their 13th Birthday falls. Any approved drivers that were under 8 years and raced with us in 2023, are approved to race in 2024. (Honda R200) Minimum Age 10 years – UNTIL year end of your 13th year
MINUIM Driver weight = **33kg**

A driver cannot revert back if moved up to a different class.

All new drivers joining the club will be classed as a novice and will start from the back of the grid during a minimum of 3 to a potential maximum of 6 race meetings.

Any driver who produces a **full MSUK** Licence at signing on/scrutineering or a novice licence with 6 signatures. If proven and agreed by RLK that a non MSUK driver has raced at another circuit in a championship, then one race meeting under Novice plates will apply. However, once signed off by the Clerk of the Course, any experienced drivers are permitted to start at the back of the grid providing their request has been noted with the circuit before signing on the race day, they will be classed as a non-novice and excluded from the novice trophy.

In addition to the above, you cannot race unless you have the following:

- Holds an A.R.K.S. Licence or Holds a Novice MSUK Licence. Licences must be shown first at "Signing- On" then in the second instance at "Scrutineering" on your first race meeting.
- If you hold a **FULL MSUK** Licence the above does not apply, but a Full Licence must be shown first at "Signing on" then in the second instance at "Scrutineering" on your first Race in Club 2000 with the exception to the minimum age restriction rule.
- An original **Birth Certificate** is required for RLK to copy and keep on file for ALL Cadets for our health and safety policy.
- The Clerk of the Course makes all the above decisions which are final.

HONDA CADETS – PRO / CLUBMAN EXPLAINED

- In 2017 we introduced a Pro/Clubman category within the Honda Cadets. Everyone will continue to race together as normal and there will only be one Honda Cadet championship. (Honda R200 Not included)

CH2 Chassis – These must remain as standard in ALL respects and may only be subject to approved modifications by the Scrutineers for health and safety. Only one chassis can be submitted to the meeting on race day.

CH3 Seat – Free. Additional bolt on seat stays/mountings are permitted to a maximum of one per side, position is free. Bolt fixings must be used at each end of the seat stays.

CH3a Transponder - An AMB160 Transponder must be fitted to the rear of the seat 25cm from the ground +/- 5cm by means of the correct bracket.

CH4 Bodywork and Bumpers

All cadet karts must be fitted with bumpers and bodywork providing front, rear and side protection, as detailed in the regulations below and in Drawing Number 6 in Section U of the MS UK Competitors and Officials Yearbook. CSAI homologated Mini kart bodywork may also be used, with the exception of the Rear Protection System. An MSUK-registered Rear Protection System may be used in lieu of a rear bumper (1.3.7), an up-to-date list of MSUK-registered RPS can be found at www.msauk.org/karttech. The bumper must cover at least 50% of each rear wheel/tyre at all times. The front nose cone must have a flat front. Any modifications to this rule will be subject to the Clerk of the Course's approval.

CH4- CONT

Front Bumper

Must comply with the following:

- Have the four attachment points welded to the chassis-frame. For 2011 and later homologated chassis, these points must be as homologated.
- The lower bar must be constructed from magnetic steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm and comprise a D-shape extension to the chassis frame. It must be a minimum width of 250mm, and be 80mm \pm 30mm above the ground with the kart in dry configuration.
- The upper bar must be constructed from magnetic steel tubing with minimum outside diameter of 15mm and a minimum wall thickness of 1.4mm. It must be a minimum width of 300mm, and be 200mm \pm 50mm above the ground with the kart in dry configuration.
- No part of the lower or upper bar may be modified from original manufacture. Filing, grinding or any additional material in the area of the front fairing mounting kit attachment is prohibited. This includes any device preventing the free movement of the front fairing being pushed back.

Rear Bumper

Must comply with the following:

- Consist of two horizontal tubes. The upper having outer extension forming a closed loop, with two link tubes to the chassis anchorage points (as per Drawing 5, Diagram 2 in Appendix 1 of Section U) at least 450mm apart at any point. The radius of the outer extensions is free but it should not be less than 2.5 times the tube outside diameter.
- Have the upper bar and outer loops constructed from magnetic steel tubing with a minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm.
- Have the lower bar constructed from magnetic steel tubing with a minimum outside diameter of 15mm and a minimum wall thickness of 1.4mm.
- Have the upper tube and uppermost extension element 225mm \pm 25mm above the ground in dry configuration.
- Have the lower tube connected between the two uprights and a maximum height of 100mm above the ground in dry configuration and a minimum height level with the centreline of the chassis rail.
- Have the fixings secured at all times. The contact area of the fixing must not protrude inside the rear of the chassis rail by more than 100mm.

Side Bumpers

The side bumpers must:

- Comprise a minimum of a single tube constructed from magnetic steel tubing with minimum outside diameter of 18mm and a minimum wall thickness of 1.4mm (minimum diameter of 20mm recommended).
- Be securely attached to chassis by a minimum of two points on each side of the chassis.
- Allow for the attachment of the mandatory side pods.
- For pre-2011 homologated chassis, where parallel side bumper mounting points are used, have these points a minimum of 375mm apart (measured at the centres). Since 2011 and later homologated chassis, these points must be as homologated.
- Side bumpers must be compatible with existing bodywork and include side support.

Side Pods

Must comply with the following:

- Include on the outer side a vertical surface with a minimum height of 70mm and a minimum length of 250mm located immediately above the ground clearance.
- Not include holes or cuttings except those necessary for their attachment and those in the inside and top plastic face for fitments (maximum M8 diameter). A hole may also be drilled for starter access, even if not in use.
- Not cover any part of the driver seated in their normal driving position.
- Not be designed to hold back water, gravel or any other substance.
- Have a clearance of between 25mm and 60mm above the ground in dry configuration (see back page for detailed drawing).

CH4 - CONT

Front Fairing

Must comply with the following:

- Have a width of 850mm \pm 150mm.
- Have a front overhang of 530mm maximum.

- Have a clearance of between 25mm and 60mm above the ground in dry configuration (see back page for detailed drawing).
- Comprise on its front face a centrally located vertical surface minimum 250mm x 70mm.

Front Fairing Blocks

The CIK-homologated detachable front fairing mounting kit (CIK drawing see back page) must be used with effect from 1st April 2018. Where the CIK-homologated detachable front fairing mounting kit is mandatory, it must at all times be fitted and maintained in the correct position see drawing on back page. It is not permitted to reposition a front fairing except by stopping in the repairs area (where such a facility is provided) and this may not be done after passing the chequered flag.

The open ended CSAI homologated front fairings will not be permitted.

Front (Nassau) Panel

Must comply with the following:

- Have a maximum width of 300mm.
- Be fixed behind the front bumper and must not protrude past the front face of the front fairing.

Torsion Bars. Karts homologated with rear torsion bars must be raced with the bars in place and locked at all times. Front and side torsion bars are not permitted.

CH5 Eligibility. The complete chassis in its homologated form, with accessories and equipment as homologated and the engine as supplied by the manufacturer (or importer where applicable) are the only combination which will be allowed to race. The registered manufacturer may apply for changes to accessories, such as brakes, on the grounds of safety. Such changes will only be acceptable with the written approval of Karting UK.

CH6 Kart engines may only be started in an area designated by the organisers, which shall include the live area of the circuit. When starting an engine, the driver must be seated correctly in the seat with all four wheels of the kart on the ground. Exceptionally non-centrifugal-clutch classes may start their engines, in the same designated area, with the kart positioned on a trolley in a position that will not endanger others.

Engine: Honda ‘

T2 Engine only: must run with a performance restrictor. Insertion of a 16mm inlet restrictor between the carburetor and insulator.

T1 Engine: At the discretion of RLK Race Director.

See class specific regulations below.

Engine Modifications: The use of a single in-line fuel filter is permitted.

Performance Restrictions: Karting UK reserves the right at any time to vary any performance restriction in any Cadet Class.

Transmission: Direct from the engine to the axle via a single length of chain. All methods of chain oiling and greasing while the kart is in motion are forbidden. A guard must be fitted covering the transmission in compliance with Motorsport UK Yearbook regulations (see U18.8.4 and U18.8.5).

Engine Modifications: None allowed

All engines must remain as standard or with a MSUK Seal. All engines should run to MSUK standard of Gold Book 2023 and modifications by RLK. Any engine builder consistently found not to be conformed to regulations maybe subject to entry exclusion.

The Following engine types are permitted:

CH 6 – CONT

One Honda engine of the GX160T1 QHQ4 GX160UT1 QHQ4 QHG4 GX160UT2-QHQ4 or GX160RT2-QHG4 designation or as subsequently modified, GX160 engine types must comply with the Honda GX160 Technical Regulations Version 18 January 2023 or as subsequently modified, which are available at Motorsport uk.org

HONDA R200 Inter

One Honda engine of the GX20 QHQ4 or GX200 QX4 designation, fully sealed as authorised by Anderson-CSK Motorsport, GX200 types are subject to a maximum power and torque graph and must comply with the Motorsport UK homologation fiche

RLK Reserve the right to hold Your engine after a race meeting to be sent to RPM at any time for inspection, rebuild and return cost will be met by the competitor RLK will not be held reasonable for any damage.

Any tapering of the seal or non-sealed Engines the driver will be excluded from that current race and possibly the whole meeting at the discretion of the RLK race director

Engine Modifications GX160 ENGINE Types :Only

Modifications/additions in compliance with the Honda GX160 Technical Regulations Version 18 January 2023 or as subsequently modified are permitted , T1 Engine Regulations are in GX160 Technical Regulations V11a 2016.

Honda R200 – No modifications to the sealed unit

Only Two Engines and One Chassis can be submitted for the race meeting. Engine numbers are to be noted on the Scrutineer card. Race engine 1 and spare engine as 2. During the meeting, the organisers will permit the engine to be changed. The Honda Engine Regulations are as per the **Gold Kart Race Year Book 2024** with exception to T1 restrictor rule. Any engine submitted on the scrutineering card will be subject to a scrutineer's inspection at any time during or after racing.

CH7 Axle

A solid, magnetic parallel bar of 25mm diameter. Split quick release bearing mountings are not permitted.

Must be fitted with circlips on the ends of the axle.

Hollow axles will be permitted **from 2020**, with minimum 4.5mm wall thickness.

Steering

All karts must have the steering column mounted in such a way that even if the bottom-retaining bolt is removed it cannot pull free from the lower bearing.

CH8 Brakes

Karting UK/MSUK homologated Cadet brake system. Mechanical or hydraulic operation, solid disc, operating on the rear axle only. Interruptions on the friction surface (drilling, slots etc.) are permitted on homologated systems only and must be specified on the homologation form.

Radially vented discs are not permitted. The brake linkage must be duplicated.

All classes must have a secondary braking cable/rod fitted.

CH8a Disc Protectors

Any efficient rear brake disc protective pad (Teflon, Nylon, Delrin, Carbon Fibre, Kelvar or Rilsan) is mandatory in all categories if the brake disc protrudes below, or is level with, the main chassis tube nearest to the ground. This protection must be placed laterally in relation to the disc in the longitudinal axis of the chassis or under the disc. It must be located within 120mm of the centreline of the brake disc. Regulations as per the **Gold Book 2023**.

CH9 Wheels

Wheels may be of two piece or mono aluminium construction, i.e. spun aluminium, diecast aluminium or sandcast aluminium. Hubs may be separate or integral. In accordance with U16.8.6, any hub with an overall length (excluding wheel studs) of less than 60mm must not overhang the ends of the rear axle, measurement to be taken from the wheel-to-hub mating surface.

Chain

All classes must have a chain guard fitted.

CH10 Tyres

Only one set of slick tyres can be used per race meeting and only **three sets** can be used per championship; these maybe marked at Scrutineering. The Clerk of the Course must approve the use of a replacement tyre. There must be no re-cutting of tyres. Before the start of each race wet tyres must measure a minimum of a 2mm tread.

Dry – 'Dunlop SL3-MSUK' Front 10 x 3.6 x 5, Rear 11 x 5 x 5. Barcoded.

Wet – 'Dunlop KT3' Front 10 x 3.6 x 5, Rear 11 x 4.5 x 5. Barcoded.

BAR CODES TO BE ADDED TO THE SCRUTINEERING CARD.

Non-members must use worn tyres after January.

Any Driver seen warming tyres up on the dummy grid maybe put to the back of the race grid for Health and Safety. Repeat offenders will be asked to report to the Clerk of the Course and may be excluded from the heat/final and/or have their points deducted from their Championship score.

CH11 General

The practice of lifting karts on the dummy grid or start line while the engine is running is prohibited.

CH12 Weight

Minimum driver weight is 27kg. Driver & kart minimum weight is 103kg.

Weights will be as per the scales on the day. **All Drivers found to be underweight will be disqualified from the heat/final.** If any Driver is found to be under weight for the second time in the meeting, they will be asked to report to the Clerk of the Course.

CH13 For Classes that include a minimum driver weight only mandatory items of Personal Protective Equipment (PPE), as required since 13/01/13 are to be included when the Driver is weighed.

CH14 Exhaust

No non-sealed exhaust can be run. All engines will run DP001 or DP002 exhausts plus mandatory heat guard. The exhaust must be leashed/tethered as per technical regulation.

CH15 Fuel

It is not permitted to have any additives or lubricant in the fuel. It is no longer mandatory for a non-return valve to be fitted on the fuel tank breather pipe. A standard emulsion tube must be fitted ref number PN16166-24M-922, 29.05mm + 0.5mm

Oil

Only approved single type oil can be used from February 2020.

CH16 Club 2000 reserves the right to strip and check any engine before or after any heat or final. All drivers will be responsible for stripping of any engine in front of the technical observer. Club 2000 will not be held responsible for any rebuilding costs. Any driver found to have modified their engine will be asked to report to the Clerk of the Course. They may be excluded from the Championship subject to the Clerk of the Course's decision and/or have points deducted from their Championship score. The Honda Engine Regulations is as per the Gold Kart Race Year Book 2024 or any modifications approved by RLK.

IMPORTANT:

CH17 Kart Safety

No one piece of LEAD will weigh more than 4kg and must be fixed with two mechanical fixings. Two pieces mounted on top of each other will be classed as one and must then be fixed with four mechanical fixings, two in each.

CH18 Noise Restriction

All karts are restricted to 105 DB.

CH19 Scrutineering

All karts must be presented to the Scrutineers ready to race, including wheels and tyres fitted.

CH20 All Drivers must report to Scrutineering wearing their race suit, gloves and racing boots, ensuring that the ankles are protected and the whole foot is covered, (non-race footwear may be allowed) for inspection. The Clerk of the Course/Scrutineer's decision to allow them to be used is final. Under 16 year old must attend with parent/ guardian

CH21 Sprockets – Free.

CH22 Number Plates

Honda = Yellow Plate/Red Number

Honda Novice Plate = Black Plate/White Number

CH23.a Race Number

Once you have chosen your number and it has been confirmed by Club 2000 then this must be kept for the current year's racing. Only in certain circumstances will a change be allowed at the Administrator's discretion.

CH24

Materials. The following materials are specifically prohibited anywhere on the kart: Kevlar, carbon fibre (except for chain guards and floor tray), ceramic, magnesium and titanium.

Dimensions. Overall rear width: 1125mm maximum.

Engine. One Honda engine with a slide carburettor of the 'GX200QH4' or 'GX200 QX4' (known as the 'R200' variant) fully sealed as authorized by Anderson-CSK motorsport. Seals must remain intact at all times. This engine type is subject to a maximum power and torque graph. Every engine must have its own identity card showing the unique engine number and seal number. The engine must be presented at scrutineering along with identity card. The only allowable modifications/additions are those in compliance with the Motorsport UK homologation fiche, which is available at motorsportuk.org/resource-centre/#technical-kart. Honda will not accept warranty claims on engines used in any practice or racing capacity

Engine Modifications. No modification to the sealed engine outside of the Motorsport UK homologation fiche is permitted.

No modification to the Carburettor or Inlet Manifold outside of the Motorsport UK homologation fiche is permitted.

Spark Plug. Spark plugs must be standard and unmodified (and with the original sealing gasket washer in place) from the following list only, no other can be used, unless subsequently notified of change of item. Electrode gap measurement is free. If using BP6ES then spark plug cap must be original Honda item and have resistor in place, when using BPR6ES (with resistor in place), cap is free.

Permitted spark plugs: NGK BPR6ES or BP6ES

Fuel. It is not permitted to have any additives or lubricant in the fuel, otherwise as U16.17. **Transmission.** Only the Magnum 22 Tooth clutch is permitted.

Tyres. Dry: Dunlop SL3-MSUK. Front 10 x 3.6 x 5, Rear 11 x 5 x 5. Barcoded.

Wet: Dunlop KT3 Front. 10 x 3.6 x 5, Rear 11 x 4.5 x 5. Barcoded.

Weight. Minimum **110kg**, including the driver. Minimum driver weight = **33kg**.

Number Plates. Yellow with red numbers

CH25 Rules

These rules apply to Members and Non-Members. In the interest of Club 2000 and fair competition where all rules are subject to change.

CH26 All other regulations

For this class are as per the Gold Book 2023 or any modification approved by RLK.

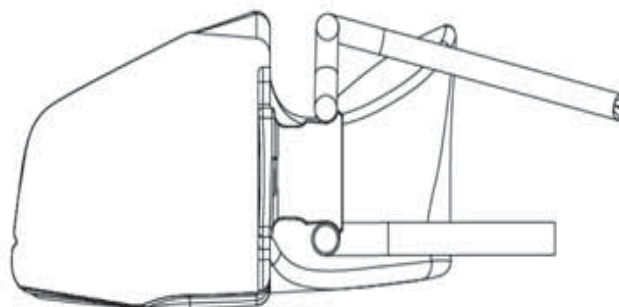
The 2024 Gold book may be used for any additional amendments throughout the current racing year.

Fair competition for the future of CLUB 2000

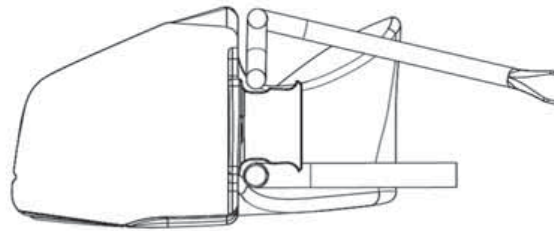
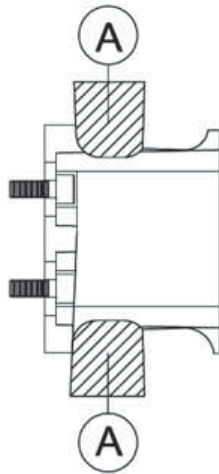
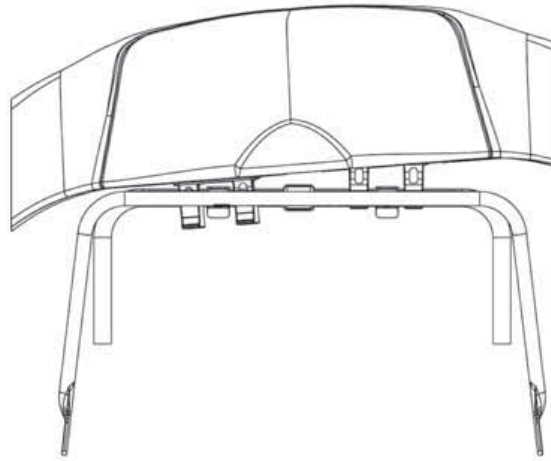


Club2000

Correct position



Unacceptable position – if any part of the front bumper tubes is in an area marked 'A'



15/01/2024