

2026 Class Rules & Regulations: CLUB PRO Junior & Senior



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

- CPH1** Competitors in the **CLUB-PRO Jnr** class must be a minimum of 12 years old and can remain in the class until the December of their 16th Birthday
Competitors in the **CLUB-PRO Snr** class must be a minimum starting age of 16 years unless they have previous racing experience in which case they can join in the year of their 16th Birthday

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.

If proven and agreed by RLK that a 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.

The Clerk of the Course makes all the above decisions which are final.

- CPH2 Chassis – CLUB-PRO Jnr Open** chassis 900m 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.

CLUB-PRO Snr -OPEN 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.

- CPH3 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.

- CPH3a** Transponder - An AMB160 Transponder must be fitted to the rear of the seat 25cm from the ground +/- 5cm by means of the correct bracket.

CPH4 Bodywork and Bumpers

All karts must be fitted with bumpers and bodywork providing front, rear and side protection, as detailed in the regulations below. The bumper must cover at least 50% of each rear wheel/tyre at all times. Any modifications to this rule will be subject to the Clerk of the Course's approval.

CPH4- 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:

- All rear Bumpers must cover the 50% of the rear tyres Plastic or Metal style can be used Rear bumpers **can not** over hang the rear wheels.

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).

CPH4 - CONT

Front Fairing

Must comply with the following:

- Have a width of 850mm ± 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 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. .

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.

CPH6 Kart engines may only be started in an area designated by the organisers (Infront of the main Garages with the engine facing towards the doors. 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: CLUB-PRO Jnr Honda GX200 – Standard Engine As supplied and sealed by the Following

RPM: **BLUE** seal (MSUK Spec) with restrictor fitted

Monkey Motorsport: **GREEN** seal with restrictor fitted

CLUB-PRO Snr Honda GX200 – Standard Engine As supplied and sealed by the Following

RPM: **BLUE** seal (MSUK Spec) or RPM **RED** seal with restrictor removed.

Monkey Motorsport: **GOLD** seal with restrictor removed.

Engine Modifications: None allowed

All engines must remain as standard sealed with **JNR-Blue/Green SNR Blue/Gold**. Seal. Any engine builder consistently found not to be conformed to regulations maybe subject to entry exclusion.

CPH 6 – CONT

RLK Reserve the right to hold your engine after a race meeting to be sent to **RPM OR Monkey Motorsport** 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

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.

CPH7 Axle

A Solid or Hollow permitted max 50mm Extended Rear hubs are permitted and may overhang the axle

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.

CPH8 Brakes

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. Float disc is permitted

vented discs are permitted. The brake linkage must be duplicated.

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

CPH8a 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.

CPH9 Wheels

Wheels Magnesium or aluminium construction, one piece fitting

Chain

All classes must have a fully enclosed chain guard fitted.

CPH10 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 – MAXXIS Sports or VEGA S1 BAR CODES TO BE ADDED TO THE SCRUTINEERING CARD.

Wet – OPEN – MUST HAVE 2MM Tread before the start on any race - IMPORTANT You can NOT run New Wets for the Final only

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.

CPH11 General

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

CPH12 Weight

JNR – 140KG SNR – 160KG

Weights will be as per the scales on the day. **All Drivers found to be underweight will be disqualified from the heat/final.**

CPH13 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.

CPH14 Exhaust

No non-sealed exhaust can be run. All engines will run exhausts plus mandatory heat guard. The exhaust must be leashed/tethered **Types of Exhaust** Standard (Honda) Circular (DP-style)

CPH15 Fuel

It is not permitted to have any additives or lubricant in the fuel

Oil

Only approved single type oil can be used.

CPH16 Club 2000 reserves the right to strip and check any engine / Kart. Club 2000 will not be held responsible for any rebuilding costs. Any driver found to have modified their engine / Kart 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. Seals will only be broken by a **Monkey Motorsport or RPM official**

IMPORTANT:

CPH17 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.

CPH18 Noise Restriction

All karts are restricted to 105 DB.

CPH19 Scrutineering

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

CPH20 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**

CPH21 Sprockets – Free.

CH22 Number Plates

CLUBPRO JNR- White on Green Board **CLUBPRO SNR** -Black on Yellow Board

CPH23.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.

CPH24 Rules

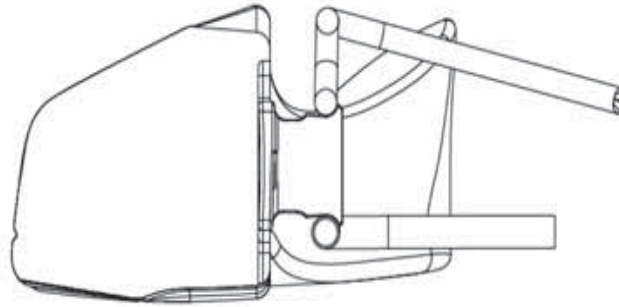
These rules apply to members and Non-Members. In the interest of Club 2000 and fair competition where all rules are subject to change

CPH25 All Other Regulations

The NCR rules may be used for any additional amendments throughout the current racing year.

Fair Competitions for the future of CLUB 2000

Correct position



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

