



RULES AND REGULATIONS TERMS AND CONDITIONS

2014

EUROPEAN PRO-KART ENDURANCE CHAMPIONSHIP

European PRO-KART Endurance Championship 2014

SRR1 Title and Jurisdiction - General

A European Pro-Kart Endurance Championship 2014:

The European Pro-Kart Endurance Championship 2014 will be operating in accordance with these Specific Race Regulations, the Endurance Championship regulations, the Endurance Race regulations, the Honda GX160 Technical regulations (at latest issue, available from the ABkC website) and any subsequent Championship bulletins.

B Overall Championship:

Seven 6-hour races, Eindhoven 24-hour, the Isle of Man-24 hour and British 24-hour, any one round of each type can be dropped.

C 6-hour Championship:

Seven six-hour races, any one round can be dropped.

D 24-hour Championship:

Eindhoven, Isle of Man and British 24 hour races, Any one can be dropped.

SRR2 Championship Officials

Race Director: Bob Pope

Clerk of Course: Paul Beatty

Chief Scrutineer: Kelvin Nicholls

Administration: Tracy Pope

Time Keeper: To be allocated at each circuit

Paramedic Services: To be allocated at each circuit

SRR3 Awards

- Team trophies for 1st, 2nd and 3rd place in each class at each event.
- Awards will also be made to class winners at each event (see SRR 17)
- Other awards may be announced.

SRR4 Race Procedure

A Teams and their names must register for the Championship and completion of the necessary registration form supplying their preferred race number and nominated drivers is a pre-requisite of entry. Championship numbers will be subject to organiser's agreement. Any new driver must be registered with a team.

B Drivers may only be registered with one team. Drivers may transfer to another team on completion of the relevant forms and submitting a payment of £50 (cheque made payable to "Help 4 Heroes"), any transfer for the 24hr events will be free of charge. Should a driver decide to leave a team which has scored a top ten placing he may freely move to a new, previously un-raced team, however, if that driver moves to an existing team within the championship, that team will be deducted 5 championship points. Only registered teams/drivers are allowed entries to events.

C Entry forms will be sent to all registered teams with final instructions, prior to each event, these must be completed and returned with the relevant payment as detailed on the paperwork. Maximum entries per round are as per NKA circuit track licence. Entries will be accepted on a first come, first served basis. Registration does not guarantee entry into an event.



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SRR5 Competitor Eligibility

A All drivers must be a member of the EPEC Drivers Club. Automatic on signing on.

SRR6 Race Procedure

It is the Team Manager's responsibility to ensure that all team members have read and understand all Championship regulations. Teams will sign a joint disclaimer at the beginning of the season which shall be deemed as acceptance of all Championship Regulations. Only Team Managers and new team members/drivers need attend registration where we may issue a scrutineering form.

SRR7 Event Itinerary

(Team Managers will be notified of any variation to the itinerary)

Administration:	08.00 - 09.00
Scrutineering:	08.00 - 09.00
Drivers Briefing:	09.45
Practice	10.00 - 10.30
Qualifying	10.30 - 10.45 (signalled by flag)
Grid close	10.55
Race:	11.00 - 17.00 followed by presentations

SRR8 Championship Contents

Teams may take part in all events. In the event of a tie the greatest number of race wins, second places, etc will be the decider, based on all championship events.

SRR9 Championship Points

Points for the Championship (overall and clubmans) will be scored as follows:

1st	65	10th	36	19th	27	28th	18	37th	9
2nd	58	11th	35	20th	26	29th	17	38th	8
3rd	53	12th	34	21st	25	30th	16	39th	7
4th	48	13th	33	22nd	24	31st	15	40th	6
5th	45	14th	32	23rd	23	32nd	14	41st	5
6th	43	15th	31	24th	22	33rd	13	42nd	4
7th	41	16th	30	25th	21	34th	12	43rd	3
8th	39	17th	29	26th	20	35th	11	44th	2
9th	37	18th	28	27th	19	36th	10	45th	1

After round 2, any team outside of the top 8 will score overall, but will also be eligible for "Clubmans Extreme Class" points, as per championship points with additional awards at each round from round 3.

SRR10 Gear Ratios

Gearing for each event is fixed as follows:

GX160 = 20 tooth front sprocket, rear as follows: Teesside (NAT), Le Mans, Clay Pigeon, Whilton Mill 66, Bayford Meadows 73, Teesside (full) 64, Ellough Park 71.

GX200 = 20 front tooth sprocket and 64 rear sprocket for all circuits except Teesside (long) which will be 22 front sprocket and 64 rear. Other circuits will be notified as appropriate.



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SRR11 Weight

- The minimum weight for GX200 extreme (owner/driver) kart and driver is 185 kgs at all times, during practice, qualifying and racing (this may be adjusted during the year with 1 week notice).
- The minimum weight for GX160 clubman (owner/driver) kart and driver is 180 kgs at all times, during practice, qualifying and racing (this may be adjusted during the year with 1 week notice).
- Hire karts (with wrap-around bodywork) will have a separate weight scale applied.

SRR12 Drivers Adjudicating Committee

The Clerk of the Course and Chief Scrutineer will be appointed for each event. The C of C will have full control over the event, his or her decision will be final on all sporting matters. Should there be any controversial item which is unclear in the Championship Regulations then the organisers will randomly appoint 7 team managers to form an Adjudicating Committee who will vote to make a final decision on the day.

SRR13 Transponders

Teams will be responsible for correct fitting of transponder holders, a small supply may be available from race control. A fitment to the rear of the seat is advised. Competitors are responsible for the correct function of their transponder.

SRR14 Kart Illumination

Any lights fitted are subject to consultation with the scrutiner or COC. If lights are fitted they must not flash or in any other way be a distraction to other drivers and have a secure fitment. No rear lights permitted.

SRR15 Tyres

Control tyres will be supplied by a nominated supplier; these will be issued by lottery. The tyres will be marked and numbered, and must be fitted new, for official practice and qualifying.

SRR16 Drivers/Fuel Stops (see **RR24** for full definition of fuel stop etc).

- A** A minimum of 2 drivers per team is required.
- B** A minimum of 3 fuel stops will be required per team over the duration of a mixed format event.
- C** Drivers must not remove or loosen fuel cap on approach to the fuel bay, and the cap must be fully tightened before leaving the fuel bay.
- D** The refuelling bay will be operational before practice and then until the end of the race.

SRR17 Classes

PRO	Semi-supported or professionally run teams, all GX200 entries. (Yellow backgrounds, black racing numbers)
CLUBMANS	GX160 and self run teams, novices and all subject to buy-back (SRR 19). (Red backgrounds, white racing numbers)
CLUBMANS EXTREME	(see SRR 9) (Yellow backgrounds, black racing numbers)
HIRE KARTS	As well as scoring in the Championship class, Race Hires run in their own class. (Blue backgrounds, white racing numbers)



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SRR18 Parc Ferme (if required)

All karts crossing the finishing line on the last lap of the first race will be placed directly into parc ferme. They will remain in parc ferme until they are directed onto the dummy grid prior to the start of the second or next event. No modification, adjustment or other work is permitted to these karts except for the re-inflation or adjustment of tyre pressures, which must be done in a five-minute period immediately before they are directed back on to the dummy grid, prior to the start of the second or next event. A method of inflating tyres, reading tyre pressures and chain lube are the only tools permitted in parc ferme at this time.

Any kart not running at the end of the first event may be worked on in the pits during the parc ferme period, and when works have been completed, the kart must be placed into parc ferme. Any kart in parc ferme which requires any work, alteration or repair can be removed from parc ferme into the pits when the other karts proceed to the dummy grid. No work can commence on this kart until the second event is underway, i.e the field of karts has crossed the start line to begin the first racing lap. Once repaired, this kart can rejoin the event.

If a kart in parc ferme is to be used in a sprint event between the endurance events, it can be removed from parc ferme directly to the grid of the sprint event. Only tools as detailed above can be utilised. The vehicle will be returned to parc ferme upon completion of the sprint event. In this case fuel can be added, at an estimated quantity for that used in the sprint event.

SRR19 Engine buy-back

The Clubman and Heavy Classes within this EPEC Series are designated as “buy-back”. For these classes, the following additional rules will apply:

A Competitor (The Claimant), who can only be another competitor entered into that event on that day, can require an engine or engines, used in that event, to be sold by the user or owner, to The Claimant.

It is a condition precedent to acceptance of registration for the Championship Class and entry to each meeting that any driver competing shall have the right to purchase any other driver's engine(s) in accordance with the procedures set out herein. Similarly, all drivers agree by entering the event to be in agreement to sell their engine(s) in accordance with the following.

Notice of Intention to purchase an engine shall be in writing. The Claimant must state which engine(s) he wishes to purchase by noting the driver (or team) name and race number and the Claimant's (or team) name and race number. The Notice of Intention must be lodged with the CoC before the final race (for this class) of the day ends (whether by Chequered or “Red flag”).

In the event that more than one Claimant wants the same engine(s) then the CoC will decide, by who lodged the earliest notice of intention and payment in full.



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SRR19 Engine buy-back (cont'd)

The Claimant may only claim one engine or pair of engines during any race meeting. The engine(s) purchased may only be subsequently used by the Claimant i.e. they cannot be repurchased or used by the previous owner. A claim cannot be made between team members.

The CoC shall advise the other competitor (team) of the Claimants request as soon as reasonable but in any case before the karts leave parc fermé after an event. Engines cannot be claimed after this.

The Claimant shall lodge the "Buy Back Price" (stated in the Schedule of Particulars), in cash with the CoC, no later than thirty minutes after the end of the race (for this class and in which the Notice of Intention to purchase was issued), or before this class has been released from Parc Ferme, whichever is first.

The "Claimed" engine remains the property of it's owner until such time as any post race scrutineering checks have been completed satisfactorily. In the event that there is any discrepancy found, then the CoC may decide not proceed with the "Buy Back" arrangement and return the cash deposited to the Claimant. Nevertheless, it is not a prerequisite of the claiming process that engines need to be or must be inspected.

The Claimant understands that the engine purchased will be in it's post race condition or (if inspected by the Scrutineers) may be disassembled partly or in total. It is the responsibility of the Claimant to reassemble and all costs associated are the Claimant's.

If a driver (or team) refuses to hand over any engine, parts, (whether professed to be lost or stolen) or damages same, then the matter will be considered as an admission that the engine is not eligible and the driver shall be excluded from the results of that race meeting and forfeit all Championship Points accumulated to date. In such cases the Organisers may refuse any further entry to the competition or Championship.

It is expected that there will be a paper record of the transaction.

It will record the date and time of the first Notice,

The time that the money is lodged with the CoC,

The name of the Claimant,

The name of the engine owner,

The unique engine number,

A statement to the effect that neither the engine owner or the meeting organisers accept any responsibility for the suitability, eligibility, compliance, or otherwise - i.e. "caveat emptor". The paper record shall be signed by the Engine Owner, The Claimant and the CoC and copies provided to each and the Organising Club.



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SRR19 Engine buy-back (cont'd)

Schedule of Particulars

A number of engine preparers have agreed to supply engines to these regulations and that will comply with the technical obligations set out herein. A list of preparers is set out below. This list may not include all preparers that have agreed to participate as others may opt to take part since this document was published.

Engine Preparers who have agreed in principle to participate as at 1st January 2013:

Dartford Karting, Panther Motorsport, Prokart Engineering, RPM, UFO.

The "Engine" for the purposes of these regulations is complete but with the over-engine fuel tank removed, pull starter rotated, governor mechanism removed, vacuum take off applied and cam gear optimised, bore prepared, appropriate valve springs and modified exhaust. It shall be provided with an engine cover, fuel pump and relevant piping.

Oil, engine mounts, throttle linkage and clutch are not included.

The Technical Regulations governing the engine shall be the current or latest version of the Honda GX160 Technical Regulations, available from the ABkC website.

Initial Purchase Price

Max £425 (plus VAT) each

It is intended that this price remains fixed for the 2013 season and will not alter unless there is a significant change in the cost of the UK supply price for the engine.

Buy Back Price

£575.00 each

In addition to commercially-prepared engines (see Schedule of Particulars), any privately prepared engine or an engine prepared commercially by an organisation who is not listed in the Schedule of Particulars, is eligible for use in the competition provided that it complies with the Technical Regulations and, if requested, the owner forfeits his engine at the Buy Back Price stated.

The commercial element and financial transaction will be a matter between two persons, The Claimant and the seller. The only function of the CoC, race director, promoter or other EPEC organising member will be purely to monitor this transaction, they will not be held responsible for the transaction.

A failure to complete the buy-back process by refusal to sell an engine when so requested will result in a penalty which will range from being compelled to move to the Pro class and losing all points to that date, to being excluded from the series completely, at the discretion of the organisers.

The organisers reserve the right to buy back any competitor's engine (from Buy-Back classes) at the end of any event.

SRR20 Clarification

If you require further information or clarification of any Championship Regulation please contact the organisers in writing.