



CYCLEKARTS GB

HANDBOOK

V03

Issued 30 01 2024

CONTENTS

| | | |
|-------|--------------------------------|---|
| 1 | Introduction | 3 |
| 2 | General Administration..... | 3 |
| 2.1 | The Club | 3 |
| 2.2 | Website | 3 |
| 2.3 | Committee | 3 |
| 3 | Membership..... | 4 |
| 3.1 | Conduct of Members | 4 |
| 4 | Cyclekarts..... | 4 |
| 4.1 | Rules and Guidelines..... | 5 |
| 4.1.1 | What is a CKGB Cyclekart?..... | 5 |
| 4.1.2 | General Rules | 6 |
| 4.2 | Safety equipment..... | 7 |
| 4.3 | “Grandfather Clause”..... | 7 |
| 4.4 | Changes..... | 7 |
| 4.5 | Rationale | 7 |
| 5 | Insurance and permits | 7 |
| 6 | Event Management..... | 8 |
| 6.1 | Event Categories | 8 |
| 6.2 | Event Risk Assessment..... | 8 |
| 6.3 | Event Officials | 8 |
| 6.4 | Participant Eligibility | 9 |
| 6.4.1 | Junior Drivers | 9 |
| 6.5 | Cyclekart Eligibility | 9 |
| 6.6 | Event Regulation | 9 |

1 Introduction

Cyclekarts GB (CKGB) started informally in Sept 2018 at Stretton go-kart circuit near Leicester. A formal club was formed on 5th March 2022 to promote cyclekarting in Great Britain and enable members to enjoy a programme of events.

CKGB exists to promote the enjoyment of designing, building, driving and improving cyclekarts.

CKGB aims to maintain a fun-filled family atmosphere. Members are required to abide by the club's rules for everyone's safety. The rules of the club are set out in the Constitution, the Handbook and the Risk Management Plan.

This handbook and the Risk Management Plan cover the essential things you need to know to keep everyone as safe as practicable and to help ensure everyone can enjoy Cyclekarting.

Please remember, if this handbook doesn't say you *can* do it, then please check. If in doubt, always contact a Committee Member.

This handbook should be read in conjunction with CKGB Event Regulations as and when they are issued.

2 General Administration

2.1 The Club

CKGB is a not-for-profit association governed by a constitution. It is overseen by a committee elected at an Annual General Meeting. It is a private club run and managed on a voluntary basis.

2.2 Website

CKGB has a website that can be viewed at www.cyclekartsgb.com

Announcements will be made on the website from time to time. Please check the website for information on a regular basis, and before you leave for any events. The club benefits from the use of an active forum, which can also be accessed via the website.

The club also runs a Facebook Group.

2.3 Committee

The Committee exists to serve the needs of the CKGB Members and is elected at each AGM. They will help with all matters concerning the club. If you need help or advice, please contact a Committee Member. The current post holders and contact details can be found on the club website.

3 Membership

CKGB has 3 levels of Membership:

| | |
|------------------|---|
| Full Member | Full members will be eligible to bring cyclekarts to CKGB organised events. Any member under 18 must be supervised by a full member aged at least 18. |
| Associate Member | Associate membership is for anyone who is not a full member but is actively participating (eg driving, marshalling) in CKGB events. Associate members will receive a members' pack on first joining. |
| Temporary Member | Allows a one-off guest to participate in a CKGB event. |

- Drivers must be at least 13 years old.
- Membership is valid on an annual basis.
- Anyone joining and paying a full annual membership within the 2 months ahead of the new year will be considered paid up for the following year
- Fees are due at the start of the year
- Membership fees will be reviewed annually, will be published on the club website and are non-refundable

3.1 Conduct of Members

All members are ambassadors of CKGB. As such, all members are expected to behave in a responsible and respectful manner.

Any member who brings the name of CKGB into disrepute, or who conducts themselves in a manner not befitting CKGB may have their membership revoked without refund. The affected member will then be free to apply to re-join CKGB at the start of the following year or after 4 months – whichever is longer.

4 Cyclekarts

CycleKarts are compact, lightweight sports machines, home and hand-made, normally by their drivers. They use simple components, often from go-karts, to provide low-cost fun. The term cyclekarts originated in the USA in the 90's but people have been building small evocations of full-size vehicles since the dawn of motoring.

As a driving machine, the CycleKart formula limits certain aspects of the cars to maintain good sporting performance without jeopardising the light-hearted nature of these machines and the people who build them.

The inspiration for the design of each individual CycleKart derives from the heady and innovative world of pre-war racing cars.

This is not an elitist hobby; basic DIY skills are all that is required to get started and members of the group are always willing to provide encouragement and technical support.

4.1 Rules and Guidelines

The purpose of having rules and guidelines is to be able to keep vehicles driving together broadly the same, particularly from a fun and safety perspective, without stifling cyclekarters' urge to tinker and experiment. We also need to be able to give insurers and venues a definition of what a CKGB cyclekart is and isn't.

Note that this definition is for CKGB and reflects the context in GB. They apply to CKGB activities. Beyond that, people are of course, free to do as they will, but staying within this definition means you're much more likely to have other people to drive with.

We've drawn heavily on the experiences and words of people who have been cyclekarting for a lot longer than we have.

NOTE: These rules are also expressed in our insurers' standing regulations for cyclekarts which apply at insured events. Whilst we do our best to keep these aligned, if discrepancies are found, please contact the committee for clarification.

4.1.1 What is a CKGB Cyclekart?

- Inspired by pre-war racing cars
 - This can be a specific car, or in the spirit and style of cars that were raced in the pre-war era.
- Wheel track: not more than 1000mm (measured between centres of contact patches)
- Wheelbase: typically about 1675mm and normally less than 1800mm. If a wheelbase greater than 1800mm is required to capture the essence of the inspiration vehicle, please seek approval from the committee before you start building.
- Engine: 6.5hp Honda GX200 or clone or electric motor (48V, nominal 3kW, 5kW peak)
 - Engines may be modified but power is limited to 10hp.
 - Maximum capacity is 212cc
 - Rarely, approval may be given to use an alternative engine where the selection is necessary to capture the essence of the inspiration car, but not in any circumstance where this results in more power.
- 17" wire spoke wheels (eg Honda C90 or similar / pit bike wheel). 18" permitted for Edwardian, but please contact the committee first. Broadly, wheels are tall and skinny.
 - Maximum rim width 1.85"
 - Exemption for rear wheel on three-wheel cars.
- Tyres: typically 2.5/2.75" but maximum of 3.25"
- Brakes: Rear (driven axle) brakes only. Can be mechanical or hydraulic.
 - Exception for road registered cyclekarts - we advise contacting the committee before starting your build.
 - If cables are used to operate the main brake mechanisms, then the minimum cable diameter is 1.8mm and a secondary cable is to be fitted in case of cable failure.
 - It must be possible to lock the brakes on (eg. handbrake or hydraulic line lock) and hold the cyclekart under engine load - mandatory from July 2024.

- Suspension:
 - Front suspension schemes should follow the inspiration car. In our period this is usually leaf springs on a beam axle. Typically, this is 2 leaf springs running along the car, a single transverse leaf spring or 1/4 elliptic schemes. Almost all cars in the period use beam axles. A handful of potential inspiration cars have coil springs and/or independent front suspension through, for example a sliding pillar arrangement (Morgan and Lancia are most notable examples).
 - Where the cyclekart is not following a specific inspiration car, leaf spring suspension must be used.
 - Period style dampers can be used (they might not do much, but they can look great)
- Transmission system free choice - CVT, centrifugal clutch, belt clutch all acceptable.
 - No manual clutch or manual gearbox
 - A reverse gear may be fitted.
- Rear axle design is free choice - one-wheel drive, fixed axle, differential all accepted
- Weight
 - Aim for 100-125kg (maximum weight 150 kg - no driver, full fuel)
 - Electric cyclekarts are weighed without batteries. Maximum weight for battery packs is 32kg.
 - Cyclekarts that are road registered will be handled on a case-by-case basis – we advise contacting the committee before starting your build

4.1.2 General Rules

The following general rules and regulations apply to all forms of cyclekarts:

- Any fuel used must be from a petrol filling station and be free from additional additives. Additives to prevent damage for Ethanol content (eg the change from E5 to E10) are permitted.
- Fuel tanks must be originally designed to be a fuel tank or the design must be submitted for review by the committee. Maximum volume of fuel in the tank not to exceed 5 litres.
- All cyclekarts must be fitted with an ignition cut-out “kill switch” on the dashboard and clearly marked
- All cyclekarts must be fitted with a minimum of two (2) automatic throttle closing devices.
- All cyclekarts, must be fitted with an effective braking system. If your brakes are ineffective, you will not be allowed to drive.
- The brakes must be applied when starting your cyclekart.
- A functional clutch which disengages drive to driven wheels at idle must remain in working order at all times (electric cyclekarts are exempt)
- All bodywork must remain securely attached whilst driving. If bodywork becomes detached, then you must slow down immediately and return to a safe area (eg “paddock”) where the damage can be repaired.
- All cyclekarts must have a securely mounted exhaust.
- All cyclekarts must have a suitable silencer. Individual venues may have specific dB limits which will be advised before each event.
- No sharp leading edges
- Master cut-off switches must be fitted to all cyclekarts to isolate the battery (where fitted)

4.2 Safety equipment

The required safety equipment will be specified in the event regulations.

In general, the safety equipment required includes:

- Certified helmet
- Arms and legs covered – one piece suit preferred
- Gloves
- Closed toe shoes
- A 2kg dry powder fire extinguisher to be brought and made available for the event

4.3 “Grandfather Clause”

Cyclekarts which pre-date changes to the definition and find themselves outside of the new rules and guidelines, will be approved by the committee, provided they comply with the rules in effect at the time they were built, and do not present a safety issue or have significant performance advantage.

NOTE: There are cyclekarts in the club that do not comply with the current rules but are permitted because they have applied for, and been given an exemption under the Grandfather Clause. This doesn't confer rights to any other cyclekart. Always build to the current rules.

4.4 Changes

We know that things will change as the hobby develops here in GB and as a result, these rules may need to change to reflect things we learn along the way.

4.5 Rationale

The main reason for having rules and guidelines is to define what Cyclekarting is and isn't. If you look online there's a whole smorgasbord of videos that use the word cyclekart. There are lots of great cyclekart videos, but also there's a whole bunch of other stuff like rubbish bins with wheels and engines, tot rods, whacky racers, miniature kit cars. They're great and fun, but they're not cyclekarts.

Venues and insurers normally ask for a definition of what a cyclekart is, hence the need for a formal set of regulations.

Cyclekarts are fairly unique as a building and driving experience and so the best way to understand them is to drive one, with other people. Bigger engines, fatter wheels, modern technology are all things that have been tried and they don't make it better.

Cyclekarting is also about a love of pre-war competition vehicles, so capturing that spirit in the way they look, is also important. That's not to say that they all have to be concours, in fact far from it. Some people are into copying details of inspiration cars, others aren't, some have years of experience of build cars, others are brand new to it all. But it does mean that something that looks like a racing kit car off to a track day, with coil overs and double wishbones out and on display, isn't cyclekarting.

5 Insurance and permits

CKGB is affiliated with NORA92 (NORA) and is covered for public liability under NORA's insurance policy:

- At club social events

- At driving events covered by a NORA issued permit. All drivers will also need to buy the appropriate NORA licence. Members can extend their NORA licence to include personal accident cover.

For driving events not run under a NORA issued permit, any insurances will be provided by the organisation running the event.

NORA also issues the club with motorsport permits where these are required.

6 Event Management

CKGB events are varied in nature, consequently each event is to be managed on a case-by-case basis using a copy of the CKGB Event Checklist, which details the requirements for each event and the person responsible for each requirement.

On many occasions, the club is invited to attend and participate in events organised by other organisations. The event management, insurance and regulations for such events are agreed on a case-by-case basis.

6.1 Event Categories

CKGB events are categorised as follows:

- Static display
- Parade
- Dynamic display
- Track / Test day
- Competition

Further detail on these event categories is provided in the CKGB Risk Management Plan.

6.2 Event Risk Assessment

A risk assessment will be carried out for each event in accordance with the CKGB Risk Management Plan. The risk assessment may be tailored to suit each individual event. The actions resulting from the risk assessment will be detailed on the respective CKGB Event Checklist.

6.3 Event Officials

The CKGB Event Checklist will identify what officials will be required to manage the event and enforce the relevant regulations. The various types of officials are:

- Clerk of the Course
- Deputy Clerk of Course
- Event Secretary
- First aid Official
- Marshals

6.4 Participant Eligibility

All participants in a dynamic CKGB activity (IE not a static display), are to be Full or Associate members of the CKGB. Occasionally, social members may be allowed to take part in static display events, but this would be stipulated in the specific event regulations.

6.4.1 Junior Drivers

- Minimum age for all drivers is 13
- Junior drivers (under 18s) must be accompanied by a full member who is responsible for their supervision at all times
- Signed parental consent will be required
- Junior drivers will need to be either associate members, or temporary members, and will be subject to the relevant event fee.
- All drivers will be required to demonstrate that they physically fit their vehicle and can properly operate all controls without compromising track vision.
- Where possible, time slots will be allocated to allow novice drivers sole use of the track
- When a novice is able to demonstrate ability to lap the track in a safe manner, they will be permitted on track alongside adults during non-competitive track time.
- Drivers aged 16 and above, who have also demonstrated the ability described above may enter track competitive events.
- Further specific requirements may be imposed by the event insurers.

6.5 Cyclekart Eligibility

All cyclekarts taking part in a dynamic CKGB activity (ie not a static display), are to be CKGB Registered and are to have been allocated identification numbers.

6.6 Event Regulation

Each event will have its own bespoke set of regulations based on the requirements of the event risk assessment and the event checklist.

The Event Regulations may be supplemented by Final Regulations if there are significant omissions (or changes) to the Event Regulations. An Event Brief will also be held prior to the start of each event.