



CYCLEKARTS GB

HANDBOOK

V02

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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 clubs's rules for everyone's safety. The rules of the club are set out in the Constitution, the Handbook and any updates, and Risk Assessments that will be performed as required and issued.

This handbook covers most 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 Risk Assessments 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.

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 on the website.

2.3 Contacts

The Committee exists to serve the needs of the CKGB Members. They will help with all matters concerning the club. If you need help or advice, please contact a Committee Member

2.4 Committee

Communications	Andy Boulton	CKGBclub@gmail.com
Suppliers and Stores	Chris Loader	CKGBclub@gmail.com
Treasurer and Membership	Chris Slade	CKGBclub@gmail.com
Secretary and Deputy Chair	Graham Hill	CKGBclub@gmail.com

Events	Jim Tanner	CKGBclub@gmail.com
Chair	Stefan Nahajski	CKGBclub@gmail.com

2.5 Membership

CKGB has 2 levels of Membership:

Full Member	<p>Only paid up Full Members, will be allowed to bring cyclekarts to CKGB organised events.</p> <p>Any member under 18 must be supervised by a full member aged at least 18.</p>
Associate Member	<p>CKGB requires everyone actively participating (driving, mechanic, marshalling) in a CKGB event to register as Associate Members.</p>

- 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 at each AGM, will be published on the club website and are non-refundable

2.6 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.

3 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 loosely 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.

3.1 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.

3.1.1 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 from outside faces of tyres)
- Wheelbase: typically about 1675mm. Must be less than 1800mm
- 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.
 - Any builder wishing to incorporate an engine other than a GX200 (or clone) should seek prior approval from the committee. Approval may be given, for example where the selection is necessary to capture the essence of the inspiration car, but not in any circumstance where the objective is more power.
- 17" wire spoke wheels (eg Honda C90 or similar / pit bike wheel). Other diameter if needed to suit vehicle (eg 18" 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.
- 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).
 - Other arrangements may be permitted on application to the committee and where the objective is not improved performance and where any period incorrect technologies or geometries (eg coil-overs) are not visible.

- 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
- Rear axle design is free choice - one-wheel drive, fixed axle, differential all accepted
- Weight
 - Aim for 100-125kg (maximum weight 150 kg)
 - Electric cyclekarts are weighed without batteries
 - Cyclekarts that are road registered will be handled on a case by case basis – we advise contacting the committee before starting your build

3.1.2 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 additives of any kind. 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.
- 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 the scrutineer deems your brakes are ineffective, you will not be allowed to drive.
- A functional clutch which disengages drive to driven wheels 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)

3.2 Speed Limit

CKGB operates a speed limit of 35mph. Trust us, that’s plenty! No really!

3.3 “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 are within the spirit and do not present a safety issue or have significant performance advantage.

3.4 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.

3.5 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.

We've also grown beyond a very small number of people sorting things between themselves. We've formed a club and ventured out to find new venues and driving experiences. Increasingly, we've been asked for a definition of what a cyclekart is, so people can decide whether they want us at their event or venue. We also have to look into getting insurance and insurers demand a clear definition.

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.

3.6 Logbooks

A logbook helps to ensure the safe development, maintenance and operation of a cyclekart.

Logbooks should contain

- A description and initial spec of the cyclekart
- A record of changes made to the cyclekart
 - include date, reason for change, details of change
- Any events attended including
 - Event details,
 - Pre-event checklist
 - Issues identified
 - Other useful information might include notes on the event, conditions, "performance".

Highlight issues (eg. draw in a tick box, use a highlighter, keep an issue register) so that you don't forget to go back and deal with them and make a record of how you addressed the issue. It's also worth sharing anything you've had to fix on the cyclekarts.gb.com forum so that we can all learn from each other.

Please remember to include the logbook when buying or selling cyclekarts.

Although not mandated by the club, it is good practice to maintain a logbook.

4 Health and Safety

Whilst CKGB does not currently run driving events, in the interests of promoting safety, a CycleKart checklist and an Emergency Information Form are included as appendices to encourage good practice.

5 Owner Driver Safety Check

Owner:

Car description:

Chassis Number if available/"race number":

Engine type and modifications:

Tyre size:

Tick below items when you have checked AT THE VENUE

Check of play in bearings, spindle, king pin within acceptable limits	
Front spindle nut	
Steering cannot go "over centre"	
Steering connections (All have safety washers/nuts will not come loose)	
Brake mechanism at pedal	
Throttle at pedal (returns to idle with no input)	
Cut off switch marked for OFF and easily visible and accessible	
Throttle return spring at carburettor working and attached	
Exhaust mounted so that no component can fall off	
Brake at rear attached as designed, all functioning as it should	
Wheel retention in place (snap ring, shaft lock, centre bolt, etc)	
Tyre pressures checked (state initial pressures from gauge)	
Wheel spokes checked for damage and tightness	
All removable body panels attached so they will not dislodge	
Crash helmet	
Overalls	
Fuel cap secured NB this MUST be checked EVERY RUN	

6 In Case of Emergency form

PRIVATE AND CONFIDENTIAL

*Full Name	
*Date of Birth	
Home Address	
*Next of Kin – name, relationship, contact number.	
Allergies – to medication , food, animals, latex. What is the reaction?	
Regular medications – any blood thinners . Other medication taken daily or prescribed.	
Medical conditions – Previous heart attack, stroke or ‘mini stroke’ (TIA), asthma, COPD, AF (irregular heart beat), diabetes, cancer, pacemaker, previous surgery (any metal plates/bolts) etc	

The more you can fill in the better, but the items in ***bold** are critical for medical teams to know.