

Technical Regulations

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The following Technical Regulations are set and it should be clearly understood that if the following texts do not clearly specify that you can do it you should work on the principle that you cannot.

1. **PROTECTIVE CLOTHING**

1.1. All helmets and Race Suits must be presented for inspection at event check in.

Helmets.

1.2. All helmets must comply with the recognised standards for helmets in karting as per current FIA / NGB regulation for specimen labels. Painting and covering of helmets is in accordance with FIA / NGB regulations. Anyone racing in Bambino, Cadet, or Junior Class the use of a Snell-FIA CMH (Children's Motorsport Helmet) is compulsory. Visors must be as helmet manufacturer.

1.3. Impounding of Helmets Pre-Event - If the helmet does not conform with the required standard or is in a poor or dangerous condition, the Chief Scrutineer will impound the helmet for the duration of the meeting. At the close of the meeting the helmet will be returned as received, to the competitor concerned.

1.1. Impounding of Helmets at Accident during Event -If the competitor is injured, but not hospitalised, and the helmet is damaged, the Chief Scrutineer will impound the helmet and then seek the advice of the Stewards as to further action.

1.2. Impounding of Helmets at Accident during the Event and competitor evacuated to hospital with head injuries. - The Chief Scrutineer will ensure that the helmet has been seen by the Chief Medical Officer and will then impound the helmet.

1.3. Neither WhiteRiver Park or their scrutineers are responsible for the safe keeping of impounded helmets.

Rib Protector.

1.4. The use of rib protectors is mandatory for all classes.

Race Suit.

1.5. Clothing (race suits) bearing the FIA/CIK homologation label will only be accepted. All clothing shall be securely fastened at wrists, ankle and neck and shall be adequate to minimise abrasions. Trailing, loose scarves or loose hair are not permitted.

Race Boots.

1.6. Boots must cover and protect the ankles.

Neck Braces.

1.7. Neck braces are highly recommended for all other classes.

2. CHASSIS

2.1. All karts must comply with both the General and Class Technical Regulations.

2.2. Modification, addition, variation or tuning other than specifically permitted in these technical regulations is prohibited.

2.3. Karts must be presented for Scrutiny on suitable trolleys and in a clean and "ready to race" condition(subject to exemption from the Scrutineers).

2.4. Each Driver is allowed one chassis only per event.

2.5. If damage occurs to a chassis previously scrutinized for the meeting and it is the opinion of the Scrutineers that it is not practical to repair in time, one chassis of the same make and model as the damaged chassis may be scrutinized, to continue the meeting.

2.6. The width of the front and rear wheels must conform to Technical Drawing no: 2b of CIK-FIA Technical Regulations

3. BODYWORK

3.1. Homologated rear protection must be fitted to the kart at all times with the exception of Cadets who may use a metal rear bumper as supplied by the manufacturer or the FIA/CIK rear protection system homologated for Cadet chassis.

3.2. Studs with more than 3 threads protruding from the rear of the kart must be covered with appropriate nuts, caps or other suitable protective cover.

Front Fairing and Front Fairing Mounting Kit

3.3. The use of the front fairing mounting kit CIK /FIA 2015-2020 and a front fairing homologated by the CIK / FIA (or compatible with the new mounting kit approved CIK / FIA 2015-2020) is mandatory.

Installing the Front Fairing

3.4. The front fairing (must be installed with the approved installation kit) must remain in the correct position at any time of a competition (qualifying or races), as described in the Technical Drawing CIK / FIA No. 2 C (2016 and/or 2017) and 2 D. Front fairing must be applied/attached to the kart on the dummy grid and under the supervision of an official.

Application of the penalty

3.5. Any modification from the CIK / FIA homologated fixing system or one of its components, is subject to disqualification of the driver from the event, with no appeal allowed.

3.6. Homologated side bodywork and front panel is mandatory on all Karts as per FIA/CIK regulations.

4. TYRES & Wet Tyres

4.1. To qualify as a wet tyre, tyres must have a minimum depth of 2mm any point on the centre line at race start.

4.2. The use of tyre heating / heat retention devices and chemical tyre treatments / compounds is prohibited.

4.3. Race tyres will be scanned with a bar code reader /scanning system or stamped. It is the driver's responsibility to ensure that one bar code per tyre remains visible / scannable for the duration of the race meeting. Any damaged or unreadable tyre(s) bar codes must be reported to the chief scrutineer prior to leaving the in grid/ parc ferme. These tyres will be stamped externally and marked with racing number. They may also be stamped and marked internally with kart number.

4.4. A photo-ionization detector (PID) with a calibration certificate for isobutylene at 100ppm issued in the preceding twelve months may be used for testing for chemical treatment of tyres.

4.5. A reading greater than 4ppm on a PID as described in Article 4.4 above with the sampling probe within 5mm of any part of the tyre or tread shall be considered a fail and shall result in the exclusion of the competitor from the event. Protests against this procedure are not admitted.

5. BRAKES

5.1. All Brake systems must be CIK homologated

5.2. Hydraulic pipes must be securely fitted to the chassis upper sides and should be protected against damage.

5.3. All Karts must have a secondary cable linkage from the brake pedal to the master cylinder. This cable must be a minimum of 1.8mm in diameter.

5.4. ` An efficient rear brake disc protective pad is mandatory where the brake disc protrudes below the chassis frame**.**

6. STEERING

6.1. Steering must be controlled by a steering wheel which must have a complete shape.

6.2. All parts of the steering must have a method of attachment offering maximum safety (split pins, self locking nuts or burred bolts).

6.3. A support collar mounted to the steering shaft below the steering clamp is mandatory.

6.4. No form of dynamic kart steering is allowed.

7. SEATS AND PEDALS

7.1. The Driver's seat must be so designed to prevent the driver from moving towards the sides or front when cornering or braking. Seats for super karts must incorporate a head rest. In all other categories, the seat support reinforcement plates are mandatory for the upper part of the seat. Reinforcement must have a minimum thickness of 1.5 mm, a minimum surface of 13 sq cm or a minimum diameter of 40 mm. All supports must be bolted or welded at each end and if these supports are not used they must be removed from the frame and from the seat.

7.2. Whatever the position of the pedals, they must not protrude forward of the chassis or bumper.

7.3. The accelerator must be operated by a pedal equipped with a return spring.

8. EXHAUST

8.1. The exhaust system shall discharge behind the driver and shall not exceed a height of 45cm.

8.2. The terminal part of the silencer must not cross the quadrilateral formed by the outside of the wheels and the front and rear bumpers.

9. FUEL AND LUBRICANT

9.1. Fuel measurement may be carried out at events by a Digatron fuel tester. Competitors must declare, when requested, the percentage of lubricant used and may be asked to provide a minimum of 0.5 litre of that lubricant.

9.2. All classes must ensure that a minimum of one litre of fuel is present at the end of the race to enable a fuel test to be conducted. The penalty for noncompliance will be exclusion from the results of that race.

9.3. In addition, all fuel used must be purchased from the fuel station designated in the Supplementary Regulations for each event. Failure to do so will result in non-compliance. Fuel must be only taken from the designated fuel event pump(s). Pump number(s) will be notified in Supplementary Regulations or Final Instructions.

9.4. For all MI Kart Racing Championships national and clubman, a kart or karts may be chosen at random for fuel testing at any time. The fuel tank must be fixed in such a way that neither it nor the fuel pipes, which must be flexible, present any danger of leakage during the competition.

10.NUMBERING

10.1. Numbers must be fitted to the front, both sides and rear of the kart. Numbers must be at least 15cm high and 2.5cm stroke width. The driver is responsible at all times for ensuring that the required numbers are clearly visible to timekeepers and officials.

11.WEIGHT

11.1. The minimum weight limit is the combined weight of driver, kart and engine with kart in complete racing trim as at the end of each race or heat or timed qualifying.

11.2. After a kart and driver have competed in a race or timed qualifying it is not permissible to alter the weight of the kart or driver in any way before being weighed.

11.3. The kart must be weighed with all four wheels in contact with the weighing mechanism. A kart and driver may make a maximum three attempts to meet the specified minimum weight. The Driver must be sitting in the seat whilst being weighed.

Ballast

11.4. It is authorised to adjust the mass of the kart with one or several ballasts subject to them being solid blocks, securely fixed to the chassis or the seat by at least two bolts of a minimum diameter of 6mm with locknuts and washers (minimum o.d. 20mm). The Maximum weight of ballast per set of fixing bolts is 5kgs.

11.5. No solid object (excluding jewellery, dog tags) may be carried on the driver's person.

12. ENGINES & TRANSMISSIONS

12.1. The Scrutineer must be satisfied that the engine, transmission, exhaust system and all associated parts are installed in a workmanlike manner and will perform safely and present no undue hazard to the driver or other competitors.

12.2. A chain guard above the transmission is compulsory. The top of the engine sprocket, the drive itself (i.e. chain) and axle sprocket, gear etc. must be covered from above down to the centre line of the rear axle sprocket. In addition, there must be efficient side protection to prevent the driver from inserting a finger in the transmission where the drive meshes with the equivalent of the engine sprocket.

12.3. All classes must use axles of magnetic material. Rear axle external diameter and wall thickness must comply with the CIK-FIA Yearbook.

12.4. Water cooling. Only water (H2O) is authorised for liquid cooling. For all categories using water cooling, radiators must be placed above the chassis frame, at a maximum height of 50 cm from the ground, at a maximum distance of 55 cm ahead of the rear wheels axle and they must not interfere with the seat. All the tubing must be of a material designed to withstand the heat (150°C) and pressure (10 Bar). To control the temperature, it is only allowed to place at the front or at the rear of the radiator a system of masks. This device may be mobile (adjustable), but it must not be detachable when the kart is in motion, and it must not comprise of sharp components. Mechanical by-pass (thermostat type) systems, including by-pass lines, are allowed.

12.5. Replacement of Engine Components. Any time during practice or racing a competitor may be required by a scrutineer to fit manufacturer components. These may include carburation components, ignition system components or exhaust system components. Failure to comply will be deemed a technical noncompliance resulting in associated penalties.

12.6. Carburettors: Carburettors must be as the sealed sample of the original carburettor

13.General

At any time during an event, the scrutineers may:

- check the eligibility of the kart or of the driver's equipment (including fuel tests)
- require a kart to be dismounted by the entrant to make sure that the conditions of eligibility and conformity are fully satisfied.
- require an entrant to supply them with such parts or samples as they may deem necessary.
- require an entrant to change/replace all parts belonging to the engine (parts will be provided by the Chief Scrutineer).

14. Penalties

The penalty for breach of the technical regulations shall be exclusion from the session where the infringement was detected (Timed qualifying, practice, heat or final) unless otherwise stated for a specific offence.