



2012 WSK MALAYSIA

RACE TECHNICAL

REGULATIONS



2012 WSK MALAYSIA RACE TECHNICAL REGULATIONS

KF2 Senior and KF2 Masters Class

ENGINES & WEIGHTS

MOTOR	WEIGHT
KF2 Senior	158 KGS.
KF2 Masters	170 KGS.

1. KF2 ENGINE SPECIFICATION

1.1 CHASSIS ELIGIBILITY

All chassis are to be CIK-FIA homologated

1.2 NUMBER OF ENGINES ALLOWED

2 CIK-FIA homologated engines per driver.

1.3 INLET SILENCER

In KF2 categories (Senior and Masters), an inlet silencer homologated by the CIK-FIA is mandatory. Ducts of 23mm maximum. Variable volume air boxes are forbidden.

1.4 CARBURETTORS AND INLET DUCT

In KF2 categories (Senior and Masters), a CIK-FIA homologated butterfly carburettor with a maximum diameter of 24 mm is mandatory, comprising two set screws; it must remain strictly original. It must comply with the

Homologation Form and the tooling deposited by the Manufacturer for the control of the shape of the inlet duct.

The inlet duct (mechanical assembly between the homologated inlet silencer and the reed box) must comprise the inlet silencer, the carburettor and the reed box cover, as well as a possible adaptor, spacer and/or gaskets. No additional component is authorised. The adaptor (spacer) must have a transversal conical cylinder cross-section, be mechanically attached with tools and present neither any connection fitting together nor parts which overlap each other. Furthermore, it is forbidden to have any connection resulting in an extra volume (including any groove, hollow space or other such spaces) at the level of the inlet duct.

1.5 IGNITION SYSTEM

In KF2 categories (Senior and Masters), the ignition system used must be homologated by the CIK-FIA. The ignition must be digital with an integrated rev limiter limiting engine speed to maximum 15,000 rpm.

On decision of the Stewards, it will be authorised to interchange Entrants' ignition systems for the system supplied by the ASN concerned (same homologated models).

1.6 EXHAUST SYSTEMS

The exhaust must be CIK-FIA homologated and must be made with magnetic steel. The exhaust system shall discharge behind the Driver and shall not operate at a height of more than 45 cm from the ground.

The exhaust silencer outlet, the external diameter of which must be more than 3 cm, must not exceed the limits defined under CIK Technical Regulation Articles 2.4 and 2.5.

It is forbidden for the exhaust in any way to pass forward and across the plane in which the Driver is seated in his normal driving position.

1.7 POWER VALVE

The mechanical functioning of the power-valve is open, provided that all the components shown on the exploded drawing included on the Homologation Form are used and that no other components are added.

1.8 CLUTCH

Clutch according to CIK technical drawings No. 15 & 16.- minimum mass (complete clutch with starter ring and engine sprocket) according to the engine Homologation Form.

The engine clutch must be triggered at 3,000 rpm maximum and make the kart with the Driver on board move forward; it must be in direct drive (and 100% engaged) at 5,000 rpm maximum under all circumstances.

1.9 COOLING SYSTEM

Only water (H₂O) is authorised for liquid cooling.

The cooling is limited to one single free radiator with one single circuit, excluding any other combination; an additional inner circuit for the normal functioning of the thermostats is allowed.

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 (excluding adhesive tapes). This device may be mobile (adjustable), but it must not be detachable when the kart is in motion, and it must not comprise dangerous elements. Mechanical by-pass (thermostat type) systems, including by-pass lines, are allowed.

1.10 INTERNAL MODIFICATIONS

All internal modifications of any kind are strictly prohibited.

1.11 BATTERY

In KF2 categories (Senior and Masters), battery is open. Only sealed, leak proof (maintenance free) batteries are allowed in order to feed the starter exclusively. They must be located within the chassis perimeter and be mechanically attached to the chassis-frame.

1.12 SPARK PLUG

DENSO IRIDIUM IW27, IW29, IW31 or NGK EGV 9 or EGV10.

2. KF2 CHASSIS SPECIFICATION

2.1 NUMBER OF CHASSIS ALLOWED

1 CIK-FIA homologated chassis per driver

2.2 CHASSIS CONSTRUCTION

"Magnetised" steel tubular construction with a cylindrical section. One piece with welded parts that cannot be dismantled. Maximum diameter of 32mm

2.3 REAR AXLE

The rear axle must have a maximum external diameter of 50 mm and a minimum wall thickness of 1.9mm at all points.

2.4 BRAKES

The brakes must be homologated by the CIK-FIA.

Brakes must be hydraulic. The brake control [the link between the pedal and the pump(s)] must be doubled (if a cable is used, it must have a minimum \varnothing of 1.8 mm and be blocked with a cable clip of the flat clip type). Hand operated front brakes are permitted for KF2 categories.

Carbon brake discs are forbidden. An efficient rear brake disc protective pad (in Teflon, Nylon, Delrin, carbon fibre, Kevlar or Rilsan) is mandatory, if the brake disc protrudes below or is level with the main chassis-frame tubes 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.

2.5 BODYWORK

As per current CIK-FIA homologation.

2.6 REAR WHEEL PROTECTION

It is mandatory to have CIK-FIA homologated rear wheel protection mounted securely on the karts.

It is not permitted to modify the chassis to fit the rear protection (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Homologation Form and of possible Extensions).

The rear protection must be made of hollow plastic moulded in one piece and must not present any danger as regards safety. Furthermore, the structure must be moulded plastic without foam filling, and the wall thickness must be constant in order to provide uniform strength.

Minimum width: 1340 mm.

Ground clearance: 25 mm minimum, 60 mm maximum in a minimum of 3 spaces of a width of 200 mm minimum, situated in the extension of the rear wheels and the centre line of the chassis.

Rear overhang: 400 mm maximum.

The unit must be attached to the frame in at least 2 points by supports homologated with the protection and made of plastic, steel or aluminium (possibly by a supple system) on the 2 main tubes of the chassis, or on the currently used bumper (upper bar and anti-interlocking bar, Article 2.5.2), and it must be possible to install it on all homologated chassis (respecting the homologated F dimensions which vary from 620 to 700 mm).

In all conditions, the rear protection must at no time protrude beyond the external plane of the rear wheels

2.7 CHAIN GUARD

Chain Guard is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprockets

3. TYRES SPECIFICATION

DRY: Only MOJO D2 with only the following size permitted.

FRONT 10.00/4.50 - 5

REAR 11.00/7.1 - 5

Total number of slick tyres allowed will be 2 sets.

WET: Only MOJO W2 with only the following size permitted.

FRONT 10.00/4.50 - 5

REAR 11.00/6.00 - 5

Total number of wet tyres allowed will be 2 sets.

Each competitor must put the required number of tyres in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tyres allowed through the entire race meeting. No additional spare will be allowed.

The simultaneous use of tyres of different makes or of " slick " and " wet weather " tyres on a kart is forbidden in all circumstances. The attachment of the wheels to the axles must incorporate a safety locking system (such as split pins or self-locking nuts, circlips, etc.).

Any modification of a homologated tyre is forbidden.

In all categories, the heating and cooling of tyres by any method, and remoulding or treating the tyres with any chemical substance are forbidden.

4. TIMING EQUIPMENT AND TELEMETRY

4.1 ELECTRONIC TIMING AND LAP SCORING

The electronic timing system is compulsory and should be of the AMB (MYLAPS) type. The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat.

4.2 TELEMETRY

All telemetry systems are strictly forbidden.

4.3 DATA SCORING

This system, with or without a memory, may permit only the reading of: the engine revs (by induction on the spark plug HT cable), two indications of temperature, the speed of one wheel, an X/Y accelerometer and lap times.

The use of a temperature sensor in the exhaust manifold is permitted but without modifying either the homologated exhaust or the regulatory dimensions of the manifold.

4.4 RADIO

Any radio communication system between any Driver on the track and any other body is strictly forbidden.

KF3 Junior Class.

ENGINES & WEIGHTS

MOTOR	WEIGHT
KF3	145 KGS.

1. KF3 ENGINE SPECIFICATION

1.1 CHASSIS ELIGIBILITY

All chassis are to be CIK-FIA homologated

1.2 NUMBER OF ENGINES ALLOWED

2 CIK-FIA homologated engines per driver.

1.3 INLET SILENCER

In KF3 categories (Junior), an inlet silencer homologated by the CIK-FIA is mandatory. Ducts of 23mm maximum. Variable volume air boxes are forbidden.

1.4 CARBURETTORS AND INLET DUCT

In KF3 categories (Junior), a CIK-FIA homologated butterfly carburettor with a maximum diameter of 20 mm is mandatory, comprising two set screws; it must remain strictly original. It must comply with the Homologation Form and the tooling deposited by the Manufacturer for the control of the shape of the inlet duct.

The inlet duct (mechanical assembly between the homologated inlet silencer and the reed box) must comprise the inlet silencer, the carburettor and the reed box cover, as well as a possible adaptor, spacer and/or gaskets. No additional component is authorised. The adaptor (spacer) must

have a transversal conical cylinder cross-section, be mechanically attached with tools and present neither any connection fitting together nor parts which overlap each other. Furthermore, it is forbidden to have any connection resulting in an extra volume (including any groove, hollow space or other such spaces) at the level of the inlet duct.

1.5 IGNITION SYSTEM

In KF3 categories (Junior), the ignition system used must be homologated by the CIK-FIA. The ignition must be digital with an integrated rev limiter limiting engine speed to maximum 14,000 rpm.

On decision of the Stewards, it will be authorised to interchange Entrants' ignition systems for the system supplied by the ASN concerned (same homologated models).

1.6 EXHAUST SYSTEMS

The exhaust must be CIK-FIA homologated and must be made with magnetic steel. The exhaust system shall discharge behind the Driver and shall not operate at a height of more than 45 cm from the ground.

The exhaust silencer outlet, the external diameter of which must be more than 3 cm, must not exceed the limits defined under CIK Technical Regulation Articles 2.4 and 2.5.

It is forbidden for the exhaust in any way to pass forward and across the plane in which the Driver is seated in his normal driving position.

1.7 POWER VALVE

Power-valve not permitted: replaced by the homologated fixed blanking cover, or housing in the cylinder not machined.

1.8 CLUTCH

Clutch according to CIK technical drawings No. 15 & 16. - minimum mass (complete clutch with starter ring and engine sprocket) according to the engine Homologation Form.

The engine clutch must be triggered at 3,000 rpm maximum and make the kart with the Driver on board move forward; it must be in direct drive (and 100% engaged) at 5,000 rpm maximum under all circumstances.

1.9 COOLING SYSTEM

Only water (H₂O) is authorised for liquid cooling.

The cooling is limited to one single free radiator with one single circuit, excluding any other combination; an additional inner circuit for the normal functioning of the thermostats is allowed.

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 (excluding adhesive tapes). This device may be mobile (adjustable), but it must not be detachable when the kart is in motion, and it must not comprise dangerous elements. Mechanical by-pass (thermostat type) systems, including by-pass lines, are allowed.

1.10 INTERNAL MODIFICATIONS

All internal modifications of any kind are strictly prohibited.

1.11 BATTERY

In KF3 categories (Junior), battery is open. Only sealed, leak proof (maintenance free) batteries are allowed in order to feed the starter exclusively. They must be located within the chassis perimeter and be mechanically attached to the chassis-frame.

1.12 SPARK PLUG

DENSO IRIDIUM IW27, IW29, IW31 or NGK EGV 9 or EGV10.



2. KF3 CHASSIS SPECIFICATION

2.1 NUMBER OF CHASSIS ALLOWED

1 CIK-FIA homologated chassis per driver

2.2 CHASSIS CONSTRUCTION

"Magnetised" steel tubular construction with a cylindrical section. One piece with welded parts that cannot be dismantled. Maximum diameter of 32mm

2.3 REAR AXLE

The rear axle must have a maximum external diameter of 50 mm and a minimum wall thickness of 1.9mm at all points.

2.4 BRAKES

The brakes must be homologated by the CIK-FIA.

Brakes must be hydraulic. The brake control [the link between the pedal and the pump(s)] must be doubled (if a cable is used, it must have a minimum \varnothing of 1.8 mm and be blocked with a cable clip of the flat clip type). For the KF3 category, any brake system working on the front wheels is banned.

Carbon brake discs are forbidden. An efficient rear brake disc protective pad (in Teflon, Nylon, Delrin, carbon fibre, Kevlar or Rilsan) is mandatory, if the brake disc protrudes below or is level with the main chassis-frame tubes 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.

2.5 BODYWORK

As per current CIK-FIA homologation.

2.6 REAR WHEEL PROTECTION

It is mandatory to have CIK-FIA homologated rear wheel protection mounted securely on the karts.

It is not permitted to modify the chassis to fit the rear protection (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Homologation Form and of possible Extensions).

The rear protection must be made of hollow plastic moulded in one piece and must not present any danger as regards safety. Furthermore, the structure must be moulded plastic without foam filling, and the wall thickness must be constant in order to provide uniform strength.

Minimum width: 1340 mm.

Ground clearance: 25 mm minimum, 60 mm maximum in a minimum of 3 spaces of a width of 200 mm minimum, situated in the extension of the rear wheels and the centre line of the chassis.

Rear overhang: 400 mm maximum.

The unit must be attached to the frame in at least 2 points by supports homologated with the protection and made of plastic, steel or aluminium (possibly by a supple system) on the 2 main tubes of the chassis, or on the currently used bumper (upper bar and anti-interlocking bar, Article 2.5.2), and it must be possible to install it on all homologated chassis (respecting the homologated F dimensions which vary from 620 to 700 mm).

In all conditions, the rear protection must at no time protrude beyond the external plane of the rear wheels

2.7 CHAIN GUARD

Chain Guard is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprockets.

3. TYRES SPECIFICATION

DRY: Only MOJO D2 with only the following size permitted.

FRONT	10.00/4.50 - 5
REAR	11.00/7.1 - 5

Total number of slick tyres allowed will be 2 sets.

WET: Only MOJO W2 with only the following size permitted.

FRONT	10.00/4.50 - 5
REAR	11.00/6.00 - 5

Total number of wet tyres allowed will be 2 sets.

Each competitor must put the required number of tyres in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tyres allowed through the entire race meeting. No additional spare will be allowed.

The simultaneous use of tyres of different makes or of " slick " and " wet weather " tyres on a kart is forbidden in all circumstances. The attachment of the wheels to the axles must incorporate a safety locking system (such as split pins or self-locking nuts, circlips, etc.).

Any modification of a homologated tyre is forbidden.

In all categories, the heating and cooling of tyres by any method, and remoulding or treating the tyres with any chemical substance are forbidden.

4. TIMING EQUIPMENT AND TELEMETRY

4.1 ELECTRONIC TIMING AND LAP SCORING

The electronic timing system is compulsory and should be of the AMB (MYLAPS) type. The transponder for electronic lap timing / scoring must be securely fixed to the left rear side of the seat.

4.2 TELEMETRY

All telemetry systems are strictly forbidden.

4.3 DATA LOGGING

This system, with or without a memory, may permit only the reading of: the engine revs (by induction on the spark plug HT cable), two indications of temperature, the speed of one wheel, an X/Y accelerometer and lap times.

The use of a temperature sensor in the exhaust manifold is permitted but without modifying either the homologated exhaust or the regulatory dimensions of the manifold.

4.4 RADIO

Any radio communication system between any Driver on the track and any other body is strictly forbidden.

5. REAR TRACK WIDTH AND RADIATORS

5.1 Maximum Width – DRY RACE - The maximum width of the rear track is 1400mm

5.2 Minimum Width – Wet Race – The outer edge of rear wheels must not be narrower than the imaginary line between the Rear outer edge of the side pods and widest part of the rear protection bumper.

5.3 The minimum rear track width for a WET RACE is 1340mm. (See Technical Drawings CIK Regulations #2B and #2C).

5.4 In the event that the length of the rear bumper is shorter than 1340mm, the minimum track width will be 1340mm. If the length of the rear bumper is longer than 1340mm, the minimum track width will follow the length of the rear bumper.

5.5 RADIATORS - It is forbidden to mask the radiator with any form of mask that can be detached while the kart is in motion. This includes adhesive tape. (See CIK Technical Regulations article 2.16.4).

Mini Rok Cadets

ENGINES & WEIGHTS

MOTOR	WEIGHT
Vortex Mini Rok	110 KGS.

No direct drive gear system is permitted. All engines must be fitted with CENTRIFUGAL CLUTCHES. No oil clutches are permitted.

1. CHASSIS

All chassis are CIK homologated.

2. ENGINE

Vortex Mini ROK 60 cc Engine. Stock as of Homologated.

3. CARBURETTORS

Stock but main jet is open.

4. WEIGHT

Minimum weight of kart and Driver must be 105 kgs.

5. TYRES SPECIFICATION

DRY: Only MOJO C2 with only the following size permitted.

FRONT 10.00/4.00 - 5

REAR 11.00/5.00 - 5

Total number of slick tyres allowed will be 1 set of 4 tyres + 1pc Spare.

WET: Only MOJO W2 with only the following size permitted.

FRONT 10.00/4.50 - 5

REAR 11.00/6.00 - 5

Total number of wet tyres allowed will be 1 set of 4 tyres.

Each competitor must put the required number of tyres in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tyres allowed through the entire race meeting. No additional spare will be allowed.

The simultaneous use of tyres of different makes or of " slick " and " wet weather " tyres on a kart is forbidden in all circumstances. The attachment of the wheels to the axles must incorporate a safety locking system (such as split pins or self-locking nuts, circlips, etc.).

Any modification of a homologated tyre is forbidden.

In all categories, the heating and cooling of tyres by any method, and remoulding or treating the tyres with any chemical substance are forbidden.

6. DRIVER ELIGIBILITY

Drivers who are between 8-12 years of age as of January 1, 2012.

7. SPARK PLUG

DENSO IRIDIUM IW27,IW29,IW31 or NGK EGV 9 or EGV10.

8. CHAIN GUARD

Chain Guard is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprockets.

9. REAR WHEEL PROTECTION

It is mandatory to have CIK-FIA homologated rear wheel protection mounted

securely on the karts.

It is not permitted to modify the chassis to fit the rear protection (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Homologation Form and of possible Extensions).

In all conditions, the rear protection must at no time protrude beyond the external plane of the rear wheels.



Rotax Micromax and Clubman - Rotax Max

ENGINE

The only engine permitted in these classes is the **Rotax FR125 MAX and the FR 125 Junior MAX.**

- (i) This engine is a single cylinder, liquid cooled, reed valve two stroke. All engines must be sealed between cylinder, crankcases, cylinder head and reed valve block with an official Rotax seal to prevent modification.

All engines must be sealed by a Rotax Distributor before the event and the seal number and engine number recorded in the Engine Identity card and stamped by the Rotax Distributor. The engine must be presented at scrutineering with the official class seal intact and the identity card lodged with the scrutineers. The card must be collected by the competitor at the end of the race meeting. Should a seal become damaged, loose or lost during racing it must be reported to the Chief Scrutineer before leaving Parc Ferme. The Chief Scrutineer may at his discretion re-seal the engine. The new seal number must be entered in the engine's identity card and countersigned by the Chief Scrutineer.

- (ii) The engine and its ancillaries may not be modified in any way and must conform to the official Technical Specifications. The engine must be raced in standard form as manufactured by Rotax. Filing, grinding, polishing, surface treating, machining or lightening of any component is expressly forbidden. The addition of material to any component is not allowed. **All parts used in or on the engine must be of original manufacture or source except where expressly allowed.** The engine is to be used with airbox, carburettor, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by the manufacturer. The radiator must be fitted to the right hand side of the engine using standard hoses and connections supplied by Rotax. Customising the cylinder head by painting is permitted.

ANYTHING WHICH IS NOT STATED TO BE ALLOWED IS FORBIDDEN.

(iii) In all matters concerning the technical eligibility of the engine, the reference document shall be:

(a) **“Repair Manual for Rotax engines type FR 125 MAX and FR 125 Junior MAX”**

Version Engine Configuration No: FR125 MAX (21kw) 37.125.1301

Version Engine Configuration No: FR125 Junior MAX (15 kw) 30.0125.30

Edition: 11 2000

Issued by:

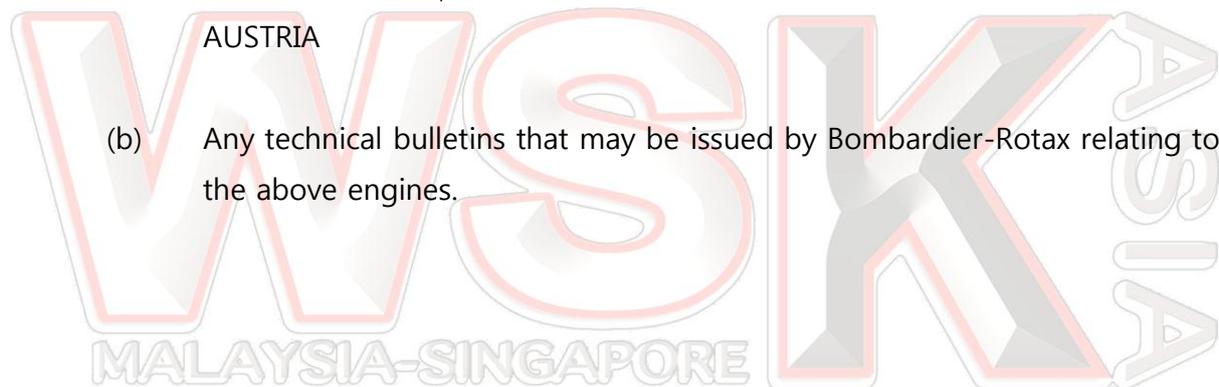
Bombardier-Rotax GmbH,

A-4623 GUNSKIRCHEN,

Welser Strasse 32,

AUSTRIA

(b) Any technical bulletins that may be issued by Bombardier-Rotax relating to the above engines.



Rotax Micromax ENGINES & WEIGHTS

1. CHASSIS

All chassis are CIK homologated.

2. ENGINE

The only engine permitted in this class is the **Rotax FR125 Junior Max** engine with the **Micro Max conversion kit** as per Rotax Technical Regulations, version 26.01.2007 (revisions acc. Bulletin 1- 2007)

3. WEIGHT

Minimum weight of kart and Driver must be 110 kgs.

4. TYRES

DRY: Only MOJO C2 with only the following size permitted.

FRONT 10.00/4.00 - 5

REAR 11.00/5.00 - 5

Total number of slick tyres allowed will be 1 set of 4 tyres + 1pc Spare.

WET: Only MOJO W2 with only the following size permitted.

FRONT 10.00/4.50 - 5

REAR 11.00/6.00 - 5

Total number of wet tyres allowed will be 1 set of 4 tyres.

Each competitor must put the required number of tyres in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tyres allowed through the entire race meeting. No additional spare will be allowed.

The simultaneous use of tyres of different makes or of " slick " and " wet weather " tyres on a kart is forbidden in all circumstances. The attachment of the wheels to the axles must incorporate a safety locking system (such as split pins or self-locking nuts, circlips, etc.).

Any modification of a homologated tyre is forbidden.

In all categories, the heating and cooling of tyres by any method, and remoulding or treating the tyres with any chemical substance are forbidden.

5. DRIVER ELIGIBILITY

Drivers who are between 8-12 years of age as of January 1, 2012.

6. SPARK PLUG

DENSO Iridium IW 24, 27, 29, 31 or 34.

7. CHAIN GUARD

Chain Guard is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprockets.

8. REAR WHEEL PROTECTION

It is mandatory to have CIK-FIA homologated rear wheel protection mounted securely on the karts.

It is not permitted to modify the chassis to fit the rear protection (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Homologation Form and of possible Extensions).

In all conditions, the rear protection must at no time protrude beyond the external plane of the rear wheels.

Clubman - Rotax Max

1. CHASSIS

All chassis are CIK homologated.

2. ENGINE

Rotax FR125 Max

3. WEIGHT

Minimum weight of kart and Driver must be 170 kgs.

4. TYRES SPECIFICATION

DRY: Only MOJO D2 with only the following size permitted.

FRONT	10.00/4.50 - 5
REAR	11.00/7.1 - 5

Total number of slick tyres allowed will be 1 set of 4 tyres + 1pc Spare.

WET: Only MOJO W2 with only the following size permitted.

FRONT	10.00/4.50 - 5
REAR	11.00/6.00 - 5

Total number of wet tyres allowed will be 1 set of 4 tyres.

Each competitor must put the required number of tyres in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tyres allowed through the entire race meeting. No additional spare will be allowed.

The simultaneous use of tyres of different makes or of " slick " and " wet weather " tyres on a kart is forbidden in all circumstances. The attachment of the

wheels to the axles must incorporate a safety locking system (such as split pins or self-locking nuts, circlips, etc.).

Any modification of a homologated tyre is forbidden.

In all categories, the heating and cooling of tyres by any method, and remoulding or treating the tyres with any chemical substance are forbidden.

5. DRIVER ELIGIBILITY

Drivers who are between 15 years of age during the year 2012.

6. CHAIN GUARD

Chain Guard is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprockets.

7. REAR WHEEL PROTECTION

It is mandatory to have CIK-FIA homologated rear wheel protection mounted securely on the karts.

It is not permitted to modify the chassis to fit the rear protection (chassis modification only allowed by the Manufacturer of the chassis, in the respect of the Homologation Form and of possible Extensions).

In all conditions, the rear protection must at no time protrude beyond the external plane of the rear wheels.