

2011-2012 Technical regulations

It should be clearly understood that if the following texts do not clearly specify that you can do it **you must work on the principle that you cannot.**

A-1.0 Group - CADET

A-1.1 Class – IAME MINI SWIFT 60CC



A-1.2 Introduction. Starter class from the 8th Birthday to the 31st December of the 13th Birthday

Chassis and details of homologation requirements are available from the ATC UAE.

Chassis

A-1.3 Chassis. Homologated Cadet Chassis only, or as approved by the ATC UAE. The chassis must remain as Homologated in all respects and may only be subject to approved modifications for safety reasons. A chassis manufacturer will be permitted to homologate one chassis model for any three year period

and homologations will last for a total of three successive periods (nine years). The current Homologation period for chassis and brakes commenced 1.1.2007; the next period will commence 1.1.2010. A full list of current homologated chassis is included in *Appendix 1*.

A-1.3.1 Modifications. The only additions permitted, along with modifications solely concerned with their fitment are: Seats, Nassau Panels, Front Fairing and Ballast to achieve the required weight or for repair purposes. Any non-homologated part, except as stated above, may not be added.

A-1.3.2 Prohibited Materials. The following are specifically prohibited: Parts made of Kevlar, carbon fibre, magnesium (except for seats, floor tray, rims, and engine mounts), and titanium.

A-1.3.3 Dimensions.

Wheelbase: 950mm \pm 5mm

Overall Length: 1700mm (max.)

Track: Min: 2/3 wheelbase

Max: 1200mm

Tubing: 28mm or imperial equivalent, unpainted (BSI tolerance allowed)

Steering: Castor, camber and king-pin inclination angles are free.

A-1.3.4 Floor Tray. There must be a rigid, flat floor from the seat to the front and side chassis members, secured to them so as to prevent the driver's feet from sliding off. The rear-most point of the floor tray must not project beyond the middle of the chassis cross rail located under the front of the seat. Any perforation of the floor other than for the attachment of ballast and other applicable accessories must be a production feature and be homologated as such. If perforated, the holes must not have a diameter exceeding 10mm.

A-1.3.5 Side Pods and Bumpers. With effect from 1st January 2008, all bodywork fitted to karts must be CIK Homologated and crash tested **with the exception of Cadets**. Crash tested bodywork will be mandatory for the Cadet category from 1st September 2010. The bodywork is defined as being made up of all parts of the kart that are in contact with the air, other than mechanical parts that constitute the rolling chassis, the fuel tank and number plates. All bodywork must be professionally finished with all mouldings as manufactured, without any sharp corners or edges. All bodywork must be soundly constructed from plastic, non-splinter type material.

Bodywork is mandatory in all classes and to consist of side bodywork, front fairing and front panel (Nassau). No Element of the bodywork may be used as a fuel tank or for the attachment of ballast. All bodywork must be securely fastened by means of nuts and bolts.

Bumpers providing front, rear and side protection are mandatory. They must be made from magnetic steel tubing. The rear bumper must at all times cover at least 50% of each tyre and must not exceed the rear width of the kart at any time. Adjustable width bumpers and alternative designs are not permitted.

A-1.3.6 Front Fairing. Must conform to ATC UAE regulations except that for the Cadet class the vertical front surface must be a minimum of 250mm x 70mm, or be an approved design. No additional cable ties can be used except through the fairing to bumper brackets as supplied. **Any additional cable ties or any other means of attachment is not permitted.**

A-1.3.6a Nassau Panel. The distance between the top leading edge of the Nassau panel to the nearest point to the steering wheel can be no less than 5cm as a minimum. It cannot be located above the horizontal plane through the top of the steering wheel, and cannot protrude beyond the front fairing and front bumper and must not cover any part of the feet in the normal driving position.

A-1.3.7 Steering Column ring.

In the interest of safety all karts must have a retaining ring fitted.



A-1.3.8 Torsion Bars. Free, no restrictions.

A-1.3.9 Seat. Seat is free. Additional bolt on seat stays/mountings are permitted to a maximum of **one** per side, position is free. Bolt fixings must be used at each end of the seat stays.

A-1.3.10 Eligibility. The complete chassis in its homologated form, with accessories and equipment as homologated and the engine as supplied by the manufacturer (or importer where applicable) are the only combination which will be allowed to race. The registered manufacturer may apply for changes to accessories, such as brakes, on the grounds of safety. Such changes will only be acceptable with the written approval of the ATC UAE.

A-1.4 Engine. See class specific regulations below.

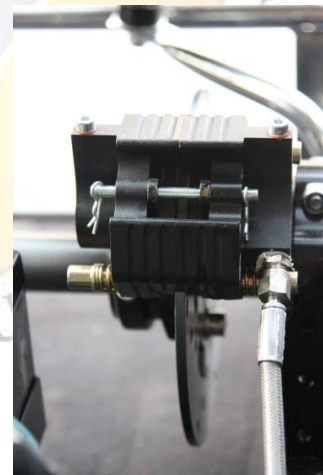
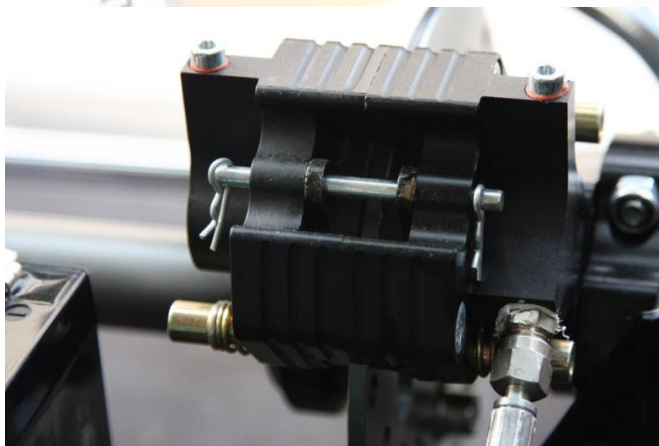
A-1.5 Transmission. The drive must be direct, so that the crankshaft and rear axle are connected by a single length of chain. All methods of chain oiling and greasing while the kart is in motion are forbidden. A guard must be fitted covering the transmission.

A-1.5.1 Axle. A solid or hollow, magnetic parallel bar of a minimum 25mm diameter, and a maximum of 30mm. Horizontally split quick release bearing mountings are not permitted.

A-1.5.2 Sprockets. Rear sprockets of 219 pitch. Size is free. (In the interest of reducing performance, the ATCUAE may at any time specify a restricted size of rear sprocket). Front sprocket is restricted to an 11 tooth as per standard engine equipment.

A-1.6 Brakes. Mechanical or hydraulic operation, solid disc, operating on the rear axle only. No interruptions of the solid cross drilled disc in the area swept by the brake pads. The brake linkage must be duplicated. Changes may be made to the brake homologation on safety grounds with the written agreement of the ATC UAE.

In the interest of safety a supporting bay “or” lock wiring the pad retention bolts must be in place.



A-1.7 Wheels. Wheels may be of two piece or mono aluminium construction, i.e. spun aluminium, die cast aluminium, sand-cast aluminium or Magnesium material. Hubs may be separate or integral.

A-1.7.1 Tyres.

Dry – **MG CADETE** 'Front 10 x 4 x 5, Rear 11 x 5 x 5.

Chemical treatment or any form of Tyre softening is strictly prohibited.

Wet- No wet tyre is specified and will be determined by the ATCUAE if required.

A-1.8 Weight. Minimum **110kg**, including the driver.

A-1.8.1 Lead. Any lead that is bolted to the kart must be for the sole use of being able to achieve the minimum weight. Lead must be attached by means of at least 2 bolts of 10mm diameter and securely fastened by means of nylock nuts. The maximum weight for each piece of lead is 5kg.

A-1.9 Number Plates. See Championship Sporting regulations.

A-1.9.1 Fuel. Only normal pump fuel commercially available from the “high street” is permitted. Additives or Octane boosters are strictly prohibited.

A-1.9.2 Fuel tank. The fuel tank must be securely fitted with the fuel line being connected to the pulse (fuel) pump by the shortest distance. No coverings may be placed on or around the fuel tank, i.e. silver reflective foil.

A2.0 IAME MINI SWIFT 60 CC SPECIFIC REGULATIONS

A maximum of 2 engines may be present for each meeting, and all must have the correct seal and conform to the following regulations.

A-2.1 Engine. IAME Mini Swift 60cc two-stroke engine equipped with electric starter, ignition, centrifugal clutch, carburettor, air box and exhaust system. The power unit, as raced must conform in all aspects with the homologation fiche. All engines must carry the official seal from the ATC UAE nominated dealer/distributor. Compliance with the homologation fiche may be checked at any time during an event. No addition of, or other change of material or colour is permitted. No modification or tuning for whatever purpose is allowed except for those listed below or where expressly permitted by the ATC UAE. Where specific dimensions are not given for the engine and its supplied accessories in the homologation fiche, the dimensions will be checked against a control engine held by the ATC UAE. Procedures for taking measurements and details of measuring gauges are defined by the ATC UAE.

The following repairs are specifically permitted:

(i) Repair of damaged threads in the crank cases and cylinder with helicoils. The repair of cylinder head spark plug thread is “not” permitted.

The only replacement parts which will be allowed are those supplied by the manufacturer and listed on their parts list for the standard lame Mini Swift 60 cc homologated engine.

A-2.1.1 Spark Plugs

The only spark plugs permitted are either Bosch or NGK of the following heat ranges. The original Spark plug washer must be retained unless a temperature head sensor is used which can replace the existing washer. All plugs must be standard and unmodified and the original plug cap from the coil must be original.

BOSCH- WO8CS, WO7CS, WO6CS
NGK - BR9EG, BR10EG, BR11EG

A-2.1.2 Carburetor. The only carburetor permitted is the Dell'orto PHBG 18BS

As per the published Fiche, Form No OCR60B, N.OMOL. 64/CR/09





Automobile Club d'Italia

COMMISSIONE SPORTIVA AUTOMOBILISTICA ITALIANA

**LEGISLATIVE APPROVAL
CARBURETOR cl. 60 cc. Minikart**

Form. OCR60B

N. OMOL.
64/CR/09

Manufacturer	Dell'Orto S.p.A.
Brand	Dell'Orto
Model	PHBG
Part No	PHBG 18 BS - REG.2523
National Approval CSAI	

Descriptions, photos, illustrations and dimensions of the Carburettor at the time of approval. Carburettor must remain original, any kind of working or polishing to the change Originality is **PROHIBITED**



Photo Of Front



Photo Of Rear

Signature and stamp of CSAI

Signature and stamp of the Manufacturer



Glauco



List Of Components

SEPARATE SPARE PARTS CARBURETOR PHBG BS
18 REG. 2523

S
T
A
N
D
A
R
D

FIG	Number	Name
Calibrated Parts		
1	9475 x 64	Slide
2	9595 x 08	W type Needle
3	9511 x 28	AN type Atomiser
4	1486 x 02	Main Jet
5	1488 x 02	Idle Jet
6	9501 x 02	Choke jet
7	9450 x 80	Float assembly
Non Calibrated Parts		
8	53036 - 78	Cable elbow 90°
9	53031 - 78	Carburettor top
10	y	Carburetor top gasket
11	9597 - 61	Slide return spring
12	14958 - 21	Needle plate
13	9596 - 21	Needle circlip
14	9538 - 64	Pull-up choke assembly
15	53024 - 78	Mixture screw Kit
16	y	Mixture screw O ring
17	53027 - 78	Slide stop screw Kit
18	9779 - 52	Anti-surge washer
19	2838 - 05	Float needle valve
20	9506 - 22	Float pivot pin
21	y	Float bowl gasket
22	9444 - 96	Float bowl - Black plastic
23	11836 - 36	Float bowl screw
24	52526 - 77	Gasket set

y = Included In Gasket Kit.

A-2.1.3 Carburetor Jetting

Only standard Jets are permitted and must be original equipment and unmodified.

Jet sizes from 88 – 98. No other sizes are permitted.

A-2.1.4 Carburetor Needles

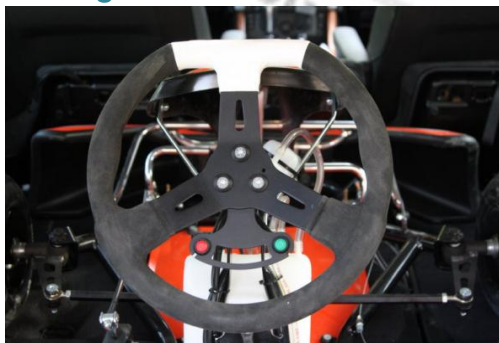
Only original Dell'orto needles that are supplied with the standard engine may be used and unmodified. The needle height may be changed by means of moving the supplied circlip into different grooves as supplied.

Needle sizes that are permitted W23, W24, W25. No other sizes are permitted.

A-2.2 Clutch

Clutch must be an original part for the designed and nominated engine with no modifications permitted. Clutch engagement RPM is 5500 RPM.

A-2.3 Ignition and kill switch.

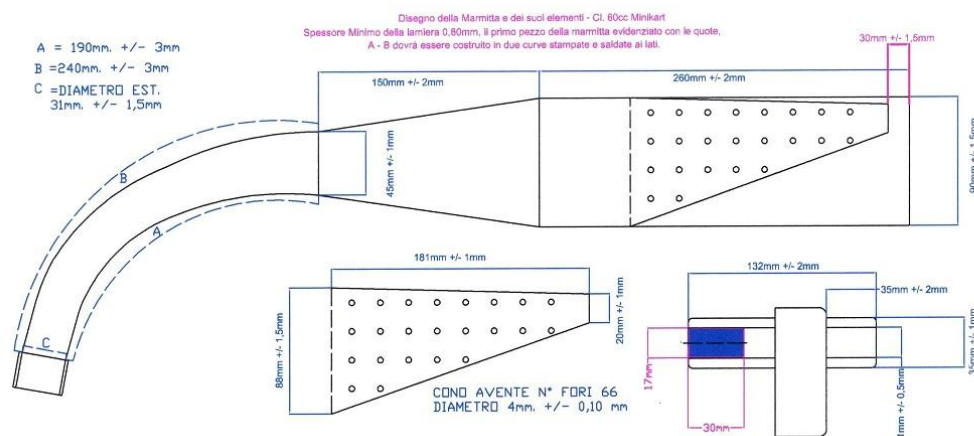


All karts must have fitted the Ignition and kill switch supplied and using the supplied IAME mounting bracket. Fitment of the bracket and switches must be unmodified and in the location shown above.

A-2.4. Exhaust

Only original exhaust designed for the IAME Mini Swift 60cc may be used. All exhausts are stamped "IAME"

DISEGNO DELLA MARMITTA E DEI SUOI ELEMENTI - CI. 60 cc. MINI KART



A-2.5 Battery and wiring loom.

Location and fitment of the battery is free as long as it is securely fitted and is within the confines of the chassis and does not interfere with the controls of the steering and/or pedals. Fitment is not permitted in the bodywork.

The wiring loom must be securely attached to the chassis with extra care taken not to allow the loom to drop below the chassis line.

A-2.6 Engine Lubrication. Engine lubricant must either be synthetic or castor oil.

A-2.7 Engine Management. Engine management equipment/systems are prohibited.

A-2.8 Engine Sealing. All engines must be sealed with an official seal to prevent modification. It is the competitor's responsibility to ensure that this is the case. Only authorised dealer(s) will be issued with seals for use during maintenance of the engines. The engine must be presented at scrutineering with the official class seal intact. Should a seal become damaged, loose or lost during racing it must be reported to the meeting's scrutineer before leaving parc fermé. To allow the competitor to continue racing, the scrutineer may, at their discretion, re-seal the engine with a temporary official ATC UAE seal or marking, the details of which must be reported and signed by the scrutineer. The engine must be taken to an official dealer with the ATC UAE seal or marking intact to be re-sealed with an official class seal before competing at the next race meeting, unless specific permission is granted by the ATC UAE.

A-2.9 Engine Modifications. The following minor modifications/additions are permitted:

- (i) A wet box or splash guard may be attached to the IAME Mini Swift air box providing this in no way modifies the shape or size of the intake trumpet or creates a ram effect. The air box cannot be modified to aid in the attachment of the wet box and the attachment must be of a non-permanent type, i.e. tape or cable ties.
- (ii) The fitment of an inline fuel filter is permitted.
- (iii) Aftermarket batteries are permitted as long as the voltage is the same as the originally supplied item.

No other modifications/additions can be made unless expressly permitted by the ATC UAE in the form of an official Bulletin.

A2.10 SAFETY EQUIPMENT.

Neck Braces are mandatory.

The following *helmet* standards are applicable

FIA 8860-2004
SNELL SA2005
SNELL SA2000
SFI Foundation 31.1A, 31.2A
BS 6658 Type A/FR
BS 6658 – 85 Type A (Type B is not acceptable)
SNELL K98 and K2005

Gloves for use in Motorsport and in good condition without holes and cover the wrist.

Boots for use in Motorsport and offer ankle protection.

Only CIK Homologated *Race suits* may be used with the correct and valid FIA / CIK codes. All suits should be in good condition and free from holes and burns marks. Fabric overalls must have a minimum Level 1 homologation by way of the visible CIK FIA homologation number. They must cover the whole body, legs and arms included.

Fire Extinguishers. All drivers must have present at race meetings a fire extinguisher to BSEN3 or EN3 standard with a minimum 55B rating. Scrutineers will carry out spot checks in the paddock. (Note: Type B means for use with flammable liquids, and the 55 refers to the capacity. The actual extinguishant is not specified, but Halon is no longer legal in certain countries. Fire extinguishers must be kept in the competitors pit space at all times.

Homologated Chassis

Formula Cadet

Note that 1998 homologated chassis are no longer eligible for use in Formula Cadet.

Chassis not listed will need to be presented to the ATC UAE with current paperwork for written approval on grounds of safety and compliance (A1 3.3)

2001 Homologation

Anderson Magic CHC-01-01
ARC Sprinter CHC-02-01
Drew Price AX6 Arrow CC-03-01
BRM CSA/6/01 CC-04-01
Biz JK3HC HC-05-01
Bowman HC-06-01
Dartford Solo Sonic CHC-07-01
Deavinsons CHC-08-01
ELK Cadet CHC-09-01
Fox Mini CC-10-01
Kamikazi Cadetti CC-11-01
Swiss Hutless Cool CC-12-01
Kartell Spirit HC-13-01
Rakama Mike CC-14-01
Biesse Mini CC-15-01
M.B.A Mini-Comer CC-16-01
LRG Karts Cadet CHC-17-01
Mari Minikart CC-18-01
Top Kart Mini 2000 CC-19-01
Tony Kart Rocky (Trulli) CHC-20-01
Parolin UK Revo CHC-21-01
Patron Racing Knight CHC-22-01
Project One HC-23-01
Shark Tiger Shark M CC-24-01
Piranha Cadet CHC-25-01
Swiss Hutless UK Mini Cadet CC-26-01
Simon Wright Braga CHC-27-01
Zip Kart Puma CHC-28-01
* CC= Comer Cadet, HC= Honda Cadet, CHC=
Comer or Honda Cadet

2004 Homologation

Arrow AX8 MIDGET 01/C/04
Tony Kart S.r.l ROCKY EXP 02/C/04
ZIP Kart ZIP BLADE 03/C/04
Tal-ko MONZA 04/C/04
Mac Minarelli STORM 05/C/04
LRG LRG CADET 06/C/04
Haase S.r.l BOMBER/SKIPPER 07/C/04
DK STNGER 08/C/04
Shark TIGER SHARK MK3 09/C/04
Wright GARDA 04 10/C/04
Project One HONDA CADET 11/C/04
Racing
Mari MK11 12/C/04
Ital Course SRL IT 15 13/C/04
Swiss Hutless MINI CADET 14/C/04
MS Kart MS KADET UK 15/C/04
PCR MINIK4 16/C/04
Maranello RS-3 17/C/04
Biz JK3 18/C/04
CADET BRAKE
BIREL SPA B - 1 H6/P22 - DL 18-98

2007 Homologation

JKH Intrepid MAKY 01/C/07
NJR Octane KAOS 02/C/07
ZIP Kart STORM 03/C/07
ARC IKON 04/C/07
KnK JUVENILE 05/C/07
TWS INTERCEPTOR 06/C/07
Haase BOMBER 07/C/07
Arrow AX9 08/C/07
B.R.M CCO1 09/C/07
Wright GARDA 7 10/C/07
Project One Mk 3 11/C/07
Sodi MINI 12/C/07
Tony Kart Rocky UK 13/C/07
EKS MINI 14/C/07
CADET BRAKE
Kelgate 00-8076 15/C(B)/07
FRONT FAIRING
Zip Mini Kart 01/C(FF)/07
NJR Eurostar Mini 02/C(FF)/07