



## **KID KART Program – Information Packet** *Last Revision: 01/08/10*

Welcome to Tri-C Karters. Kid Kart parents have put together this information sheet together to help you with some basic questions in regards to the Kid Kart Program. Remember we are here to have fun and Kid Karts is considered a training level.

Safety is paramount. Make sure to check your kart for loose, damaged, corroded, etc. items that may put your child or someone else's child in danger. Pre-tech may help address some of the most visible items. The helmet used must be at least SNELL SA2000 certified. If you are not sure speak to the race director. Make sure your safety equipment is used appropriately before sending your child out to the track, i.e. helmet, neck brace, gloves, etc.

**ALL Kid Kart Drivers MUST wear an SFI approved chest protector in order to go on track. NO EXCEPTIONS!**

The driver may need to be evaluated for his/her driving ability. It is NOT required for the driver to take a Racing School program, but the driver must be able to understand all flags and basic rules for racing.

If your child is racing for the first time please let the race director and/or pre-tech know so that your child's driving ability may be evaluated. Please understand that if the race director and/or the Tri-C Karters safety committee feel the driver is not ready to race at the club your child may be asked not race. You will be refunded for your entry fee if this happens.

For the first 3 Tri-C club races the driver must have an "X" in the back of his/her helmet and is considered a new driver. You must let the pre-tech official (your tech card should be marked "New Driver") and the grid official know that you are a new driver. For safety reasons, all new drivers must start at the back of the grid for 3 Tri-C club races. Once you have competed in at least 3 Tri-C club races you can remove the "X" and start where you have been assigned. This is regardless of where the driver may have qualified.

After the main race Post-Tech takes place for the top 3 finishers (at the discretion of the Tech director this may change). The items to be mostly aware of (also the ones that get drivers disqualified) are:

1. **Rear tire width:** Should be between 39"- 42" (see section 214.1.6 In IKF Rule Book)

2. **Tire pressure:** Each tire should not exceed 20psi at the end of each heat/race
  
3. **Muffler:** Make sure there are no broken, loose or missing parts on the muffler. Muffler openings (exhaust, etc.) should not to exceed IKF Specifications
  
4. **Combustion Chamber Volume (CCV):** Can not be less than 7.5cc. This is one of the biggest DQ items. Talk to your engine builder or the person you bought the kart from for more information
  
5. **Fuel:** You must use Spec VP MS 98 Race Fuel; you may be disqualified if other types of fuels are used. Oil mixture in your fuel is 8 oz of Burris Castor per gallon of gas and is your responsibility.
  
6. **Weight:** Total combined weight of kart and driver should be at least 150lb.

The rules and tech regulations are based on IKF's (International Karting Federation) rule book. If you are not an IKF member you can contact IKF for more information or purchases an IKF rule book from registration for \$25.

The following are basic rules & tech regulations that are enforced by Tri-C. Even though not all regulations are on this sheet, it is your responsibility to be aware of all IKF's and Tri-C Karters regulations. If you have any questions during race day, please speak to the race director for any clarifications needed.

**208.3** This class has been added as a local option class and as such is subject to the same application procedure as all other local option classes. The club, track or promoter must request approval to offer this class as a local option. The kid kart class is a non regional class and is intended to be entry level. *Age requirements of the class are attained age of five (5) years old. As of the day of their eighth (8) birthday the driver can no longer participate in Kid Karts. NOTE: A driver who is competition age eight (8) years old (they will turn eight sometime during the calendar year) may move to Junior 1 at the beginning of the season*

**208.3** Kid Kart Specifications for 2010 (as of January 1, 2010)

**208.3.1** Chain guard to completely cover chain when viewed from the above.

**208.3.2** Chain/Gearing 219 Chain, 10-tooth driver, and 89-tooth axle sprocket.

**208.3.3** No "offset" karts.

**208.3.4** Seat may not be offset beyond outside edge of left frame rail.

**208.3.5** Wheelbase: minimum 29", maximum 31". **208.3.6** Width: Front, maximum 40" as measured to outside of rim / tire (no Minimum). Rear, minimum 39", maximum 42" as measured to outside of rim / tire.

**208.3.7** Rear bumper: Continuous loop shape with vertical or angled bracing connection upper and lower loop rails must protect rear tires.

**208.3.8** Steering height maximum 20".

**208.3.9** Seat height minimum 12".

**208.3.10** Bodywork: Side pods or double nerf bars and nose cones are mandatory. (CIK style and material)

**208.3.11** Tires: This is a local option class, regions may determine brand and compound. Front size 4.50-5, Rear maximum 5.50-5. Rear tire circumference maximum  $33\frac{3}{4}$ . Maximum tire pressure not to exceed 20 psi hot. **Tri-C uses YKC Tires.**

**208.3.12** IKF Safety Tech procedure and regulations apply.

**208.3.13** Weight: Class weight is 160 LBS driver and kart Combined

**208.3.14** Secondary retraction spring on carburetor and/or on throttle foot pedal required for safety.

**208.3.15** No Engine monitoring or data acquisition instrumentation allowed in this class.

**208.3.16** As of 1-1-2005, "old Style" Kid Kart Engines will not be allowed.

**Air Filter:** (Tri-C option) you can run the stock (2 foam w/ separator) or non altered K&N filter (Part #RC-1250).

See IKF 2006 Rule Book Section 622.50 for motor specification requirements.