



EASYKART SPORTING & TECHNICAL REGULATION 2009

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Art. S1) The Organizer

S1.1) Easykart Florida Distributors, Inc., from here on the “Promoter”, indicates and organizes the PROMOTION OF THE EASYKART PROJECT (from here on Easykart Championship).

S1.2) Organization and logistics, rules and regulations of the events bearing the name EASYKART, are managed directly by Easykart Florida Distributors, Inc., who is the authorized representative of BIREL S.P.A owner of the registered brand EASYKART. Easykart Florida Distributors, Inc could eventually assign those duties to third parties (Karting Club, promoters, circuits and various organizers) by way of specific written agreements and in no case can the rules and regulations be changed by those parties.

S1.3) For each Event, the firm promoting the Easykart Championship (Karting Club, promoters, circuits and various organizers) , will identify and delegate their own representative who will cover the role of support and technical consultant for the event, executing all activities to ensure the best possible outcome of the event. The promoter's representatives are authorized to enter all areas and are enabled to act in all areas included the *parc fermé*.

S1.4) All events can have **Supplemental Rules** particular to that event or specific track but have to be pre-approved by **BIREL S.P.A.**

S1.5) The promoter will communicate all modifications with respect to the present Regulations, through exhibition of specific numbered and dated Communications that will be posted on the official Easykart Florida internet site in an appropriate section denominated “Bulletins”.

S1.6) everything not specified in the Regulations of the Easykart project, WKA rules are to be observed.

Art. S2) The Championship Structure

S2.1) Races in the Easykart categories will be carried out in a single day, preferably Saturday or Sunday. Any other eventual situation will be covered by the Supplementary Regulation of the Event.

S2.2) The categories admitted for the Trophy are: 50cc - 60cc - 100cc - 125 Light - 125 Heavy – 125 Shifter.

S2.3) The Organization Easykart Florida in order to stimulate the practice of karting and in specific of the Easykart Category, will award this season, to each winning pilot by Easykart Category of Florida Karting Championship Series and to each winner by Easykart Category of the Grand Finals Easykart 2009 to be celebrated between the 10-12 of September 2009 in Monticello, FL, according to the following bases that are determined next:

1) The Florida Karting Championship Series consists of 5 scored valid races in Calendar 2009 for each Easykart category.

2) After the FKCS Easykart Champions are determined, they **must** participate in the **Grand Final** in order to be awarded the right to participate in the Easykart International Grand Finals to be celebrated in Siena, Italy. Said spot will include Round trip airfare (taxes excluded), rental of 1 Easykart chassis with BMB motor, registration fees for the race, 1 set of tires slick, oil and fuel for the weekend, and pit spot for the days of Friday 16th, Saturday 17th and Sunday the 18th of October 2009 these Prizes are non-transferable and nonnegotiable, to consider itself of personal character for each winner

3) Additionally, the winning pilots by each Easykart category of the Easykart Grand National Finals 2009, to be celebrated in Monticello, FL, in the month of September, also will be awarded with an official spot to participate in the Easykart International Final 2009 to be celebrated previously in Siena, Italy, with the benefits mentioned above in paragraph 2.

4) In the event that a winner of the Easykart Grand National finals in any of the Easykart categories, also proclaims himself as a FKCS champion as a result of the sum of accumulated points of said championship series plus the points obtained on the Sixth Final Valid Race, grand prize will be awarded to the runner-up of the category in question. Never will a double prize be awarded to any pilot/driver.

5) In order to choose to compete in the Easykart Grand Nationals Finals 2009, to be celebrated in Monticello, FL the pilot/driver who wishes to participate must carry a minimum of 3 local races at their local track, proof from their local track must be provided in writing stating that said pilot/driver has met such requirement.

6) Invited foreign pilots will be able to participate, without right to the grand prize or possible spot for the Easykart International Grand Final 2009 to be celebrated in Siena, Italy, since this is a reserved competition in principle to Drivers of the United States of North America. The only exception to this rule will be able to be extended to participant pilots/drivers of the area of the Caribbean, South and Central America who depend on Easykart Florida and which they do not have the structure of an own Championship that grants the direct access to them to participate in the Final International Easykart 2009, to be celebrated in the city of Siena, Italy.

S2.4) The Grand National Final will be held after conclusion of all the races. The Grand Final will determine the absolute winner of the EASYKART CHAMPIONSHIP for each category.

S2.5) Besides Championship races, it is the faculty of the Promoter to establish further Championships which could be undertaken as a sole race or several races. Such exhibition will not gain points for the National Ranking, will not grant any rights for participation in the International Final and can be organized at all times during the year with respect to the norm in force. Unless otherwise stated in the Supplementary Regulation of the Event the Easykart Regulations will be observed.

S2.6) Category 50 is exclusively a non competition Event with the only intent of promoting the Karting discipline under to the following general dispositions:

a) Events relating to the 50cc category will be denominated 50 EASYKART TRAINING and will be directly organized by the Promoter. There will be no qualifying practice, and no winner will be called. The object of the Programmed will be to draw those aged between 5 and 8 years closer to the sport that, in a preparatory way will engage and prove themselves on the circuit during a weekend of racing. Such drivers will be responsible for their own vehicles and the vehicles should not be modified for reductions or increase in terms of performance, with regards to what was originally established by the maker. The drivers should have some driving experience since they will run the same track layout as the other categories do.

b) Admission to 50 Training events will be to drivers and entrants holding a WKA Karting License, including the Easycard. Such a license may be given during the event itself, either by the competent Track Delegate for the territory, or by the Promoter on authorization received from the national WKA and in pursuance with the norm in force.

c) The Events denominated 50 Training can be organized for all Easykart events and will observe the following:

- Theoretical briefing held by a representative delegated by the Promoter (instructor)

- One or more free practice sessions (to acquire knowledge of circuit) of a 10 minute duration

- Two Race simulations lasting 10 minutes each with starting grid established by a drawing for both races (in the 2nd race the grid from the 1st will be inverted)

- Rolling start procedure.

- Medical assistance, the presence of a number of Marshals and Race Director will be guaranteed by the organizer delegated for the single event.

- The 50 Training Events will be free. It is the faculty of the Promoter, if he wishes, to establish an entry fee on the basis of reimbursement of expenses for insurance purposes, relative to personnel engaged (instructor) and hiring of circuit. Such a fee cannot exceed 35, 00 US \$ per event.

d) It is the faculty of the Promoter to organize other 50 Training events in events different from Easykart races.

e) All participants for each single event will be awarded a Certificate of Participation or trophy.

Art. S3) Karts admitted

S3.1) Participation at Championship events is only for Karts described under the technical regulation.

S3.2) As of September 12, 2009 (Grand Final), all karts must be registered. (Match a Chassis Number and an Engine Number) For each Easykart Race it is not possible to register more than one Kart (chassis number and engine must correspond to original match as registered with Easykart Florida). It is forbidden to

substitute the engine, chassis and the complete vehicle during the event. S3.3) In the case of non-repairable mechanical breakdown during the qualifying practice, the Competitor is allowed to substitute the complete Kart with a different vehicle conforming to an original match of chassis-engine. Such circumstances will lose the competitor 10 places with respect to position obtained during the qualifying practice.

Art. S4) Drivers Admitted

S4.1) In the 50 class drivers between 5 and 8 years will be admitted.

S4.2) In the 60 class drivers between 8 and 12 years will be admitted.

S4.3) In the 100 class drivers between 12 and 15 years will be admitted.

S4.4) In the 125 Light class (335 Lbs.) drivers who have reached 15 years of age will be admitted.

S4.5) In the 125 Heavy class (370 Lbs.) drivers who have reached 15 years of age and with a minimum weight, in competition attire, of 180 lbs. will be admitted. On approval by Promoter other drivers will be admitted who are not within the 180 Lbs. parameter and who are over 35 years of age.

S4.6) In the 125 SHIFTER class drivers who have reached 15 years of age will be admitted.

S4.7) It is the faculty of the Promoter, moreover, to request the national WKA license to waiver the age by a year (except for 60cc) to the higher categories for competitors who have matured a proven capacity/ability and adequate experience.

S4.8) Each driver, in the ambit of the same day races, can only take part in one category.

Art. S5) Licenses

S5.1) For the Easykart Championships all National and International licenses will be permitted, with the sole exclusion of an "A" International. Admission parameters to Easykart single classes will be determined by the driver's registered age. Such parameters are to be respected in sports licenses given by other/ or WKA on admission.

S5.2) For minors, registration must be made by an adult in possession of its own personal license.

S5.3) Regarding sporting checks all licenses must be accompanied by an original Medical Certificate coming from a medical centre stating fitness to perform competitive activities.

Art. S6) Scoring

S6.1) Scoring for 2009 will be done under FKCS series point system, and for local clubs under their own point system.

Art. S7) Registration

S7.1) Registration conditions for the single races will be established by the Supplementary Regulation of the Event.

S7.2) The registration form, together with the self-certification form for pre-Race and Technical checks will be made available by the organizing body at the Race offices. A conforming copy is also available on the official Championship site.

S7.3) It is the faculty of the Organizer to limit the number of participants at any Easykart event.

S7.4) The Promoter in the quality of Organizer of each single event relating to the Championship, reserves the right to not accept registration of a driver-entrant to one or more races in the Championship.

Art. S8) Fees

S8.1) Registration fees for single races in the EASYKART Championship will be expressed in accordance to local track requirements.

Art. S9) Pre-Race Technical and Sporting checks

S9.1) It is mandatory during registrations to present the Sport License and the original medical certificate stating fitness for any sports activity, given by a medical centre.

S9.2) Pre-Race technical checks will be carried out by way of an appropriate self-certification form obtainable at the stipulated offices or Web-page.

Art. S10) Briefing

S10.1) A briefing by the Race Director is foreseen before each Easykart event. He will outline information concerning the specific norms pursuant to the Supplementary Regulation of the Event, specifying the starting procedure, qualifying and the areas where repairs for vehicles are permitted and the significance of flags. Presence at briefing is mandatory.

S10.2) A written Briefing might be given to each driver at the registration.

Art. S11) Behavior and discipline during races

S11.1) All the license-carrying people that act for any reason in the Easykart Championship are obliged to maintain an appropriate behavior, according to the principles of politeness and mutual respect, during the whole event.

S11.2) The drivers must maintain, in the ambit of free practice and races, exemplary behavior with the aim to reduce dangerous situations, respecting all parameters stated by the Regulations, the race Committee and the displayed flags.

S11.3) The track must only be run in the direction established and approved in accordance with the Supplementary Regulation of the Event.

S11.4) The course must be integrally followed. If anyone is caught in a racetrack cutting, no matter what the reason, gaining, therefore, a consequential advantage in terms of position in the classification or reduction in the foreseen distance, it is possible that, exclusion off the race may follow.

S11.5) In cases of motor stoppage on the circuit, either during the race or during free practice for any reason whatsoever, the driver must take the vehicle off the track and return to the circuit only after having ascertained that there are no other drivers in the vicinity.

S11.6) Any repairs must be carried out exclusively in areas established by the organization and not on the track.

Art. S12) Qualifying

S12.1) For each single event a warm up session is foreseen.

S12.2) Qualifying will be undertaken in two timed sessions each lasting 15 minutes. It is the faculty of the Stewards, in the case of organizational problems, to reduce this to 10 minutes per session.

S12.3) With regard to the starting grid, each driver will use the best time obtained independent of whether it was obtained in the 1st or 2nd session. Each driver has the faculty to use one or both sessions at their discretion.

S12.4) In case of pit stops during qualifying, the drivers are obligated to undergo a weighing-in procedure. If this is not possible, for logistical reasons, a repair area will be located inside or contiguous the parc fermé and guarded by a Scrutineer.

S12.5) Where an entrant is found to be not conforming at one of the two qualifying practice, and therefore excluded, the time obtained in the other session will be remain valid.

S12.6) The maximum of karts allowed in the trial runs is equal to the number of the circuit's maximum capacity.

S12.7) The above provisions will be implemented during the 2009 Easykart Grand Finals at Monticello, FL Sep/09 along with the race Supplemental Rules 2009.

Art. S13) Starting Procedure

S13.1) The starting grid will be based on results of the qualifying practices.

S13.2) Starting procedure foresees the formation at the start in the area denominated Pre-Grid, a formation lap and start signaled by either lights or a flag, in accordance with the Supplementary Regulation of the Event.

S13.3) The norm applied regarding starting procedure is the one foreseen for rolling starts under the National Karting Regulation. **Such dispensation is valid for all Easykart classes including the 50 Training (promotional activity) and the 125 Shifter (speed shifter).**

Art. S14) Race Procedures

S14.1) The races pertaining to the Easykart Championship are foreseen to finish with a single Final.

Distances to be covered are 18 miles for the 125 Light class, 15 miles for the 125 Heavy 125 Shifter and 100, and 12 for the 60cc, unless otherwise specified in the Supplementary Regulation of the Event.

If necessary the Race Director may for various reasons, reduce the distance to be covered by a maximum of 20%.

S14.2) 50 cc class is not considered a race, exhibition only.

S14.3) When the number of drivers is superior to the circuit's capacity, the classes can be split during qualifying, only drivers who qualified on the top places equal to the track's capacity minus the last 4 in that top group, will compete in the Final ("A"). The last 4 of each subsequent FINAL ("B", "C", etc.) will race in the next group if necessary. The last group of the lowest qualifiers will be the first to race and the 4 first will earn the right to race in the final above until 4 finalist from Final "B" go to race in the last 4 spots of FINAL "A"

S14.4) Even if a driver has to race in more than one Final, a single set of tires is allowed.

S14.5) The winner will be the one who covers the foreseen distance (expressed in laps) in the shortest time. All other drivers will follow on the list on the basis of distance accumulated by the winner.

Art. S15) Interruption of a race and starting procedures

S15.1) The Race Director, for no given reason, can interrupt starting procedures or the race by showing the red flag, or through simultaneously showing of the red and black flag.

S15.2) Interruption of starting procedures

Interruption of starting procedures can be signaled by showing the red flag or by simultaneously showing the red and black flag.

- When the red flag is shown drivers must slow down and stop where the flag is shown.

- In case where the red flag and the black flag are simultaneously shown, the drivers must slow down and exit the Track.

Starting positions must be re-established admitting drivers who were positioned on the pre-grid and who had begun the formation lap.

S15.3) Interruption of race

The race can be interrupted even after the start signal has been given.

When interrupting a race the following situations can occur:

a) *The race is interrupted before the conclusion of the second lap.*

The race will be considered non-started and will be repeated 10 minutes following interruption, on the foreseen distance and with the same positions constituting only drivers present on the pre-grid and having initiated the formation lap.

b) *The race is interrupted after the second lap when less than 60% of the foreseen laps have been raced.*

In this case the race is to be divided in two races:

- The first with positions acquired in the lap preceding the one interrupted;

- The second to be disputed on a distance equal to completing the original length minus 3 laps.

Starting positions will follow classification of the first race and is limited to drivers who have completed the lap preceding the one interrupted, independently of the number of laps raced. 7/2009

If it is not possible to dispute the second part on the same day, the race will be considered as raced considering:

- Attributing half the points (if foreseen) if the number of laps raced were between 30% and 60% of those foreseen.

- Not to attribute points if less than 30% of the foreseen laps have been raced;

c) *The race is interrupted when at least 60% of the foreseen laps have been raced.*

In this case the race will be considered completed to all intents and purposes and positions will be established on termination of the preceding lap to when the race was interrupted.

The Stewards must acknowledge in their register the circumstances which have determined interruption of the race, the procedures following and, if necessary, the circumstances which impeded repetition of the race as foreseen under preceding S15.3-b.

S15.4) Neutralization of a race only on circuits equipped with lights conforming to international norm, two Marshals in each area, radio connection between the Marshals areas and the Race Direction.

Art. S16) Racing in wet weather

S16.1) In the case of rain instructions given by the Race Direction and foreseen under the Club Regulation or WKA will be applied.

S16.2) if suspending a race before half way through the length of the race, it will be declared void. In cases of suspension between 50% and 75% of the foreseen distance 50% of the points will be attributed. If the race is interrupted after surpassing 75% of the foreseen distance points will be integrally attributed.

Art. S17) Tires

S17.1) All EASYKART categories will adopt tires described under the TECHNICAL REGULATION.

S17.2) During National and International Finals and other events and if the Promoter considers appropriate; the tires will be distributed directly by the Promoter or by an authorized dealer.

S17.3) During National and International Finals and other events, the Promoter has the faculty to arrange the use the tires with barcode. These tires cannot be used during other Championship races.

S17.4) The parc fermé for tires is generally not foreseen. The Organizer or the Stewards could, however, predispose of one, also for a limited number of entrants.

S17.5) For each single race only the use of one set of tires is allowed (new or used – at the discretion of the competitor/driver). The tires will be “stamped” at the end of the 1st qualifying practice turn inside the parc fermé. On request, in case of problems relating to a tire, it will be possible to substitute the same by asking authorization from the Tech director.

S17.6) Where the circuit has been declared wet, it will be possible to use “RAIN” tires as foreseen under the technical regulation (new or used – at the discretion of the competitor/driver). For each single race only one set of “rain” tires is allowed. On request, in case of problems relating to a tire, it will be possible to substitute the same by asking authorization from the Tech director.

S17.7) Where the circuit has been declared wet, for safety reasons the Panel of Stewards can allow eventual modification to the limitations imposed on use of tires by authorizing use of one or more supplementary set.

Art. S18) Post Race technical checks

S18.1) At the end of all races and all Easykart officials qualifying practice, the karts must be subjected to a weighing procedure to be predisposed by the organizers.

S18.2) After the weighing procedure the karts must stay in the parc fermé area set up by the organizers. Only after the deadline for presentation of complaints (30 minutes), and not before positions have officially been announced, the vehicles can leave the parc fermé. They can leave before such provisions only under the express disposition of the Stewards.

S18.3) The Panel of Stewards can at any moment of the Event and, at their own discretion, carry out a technical check of the kart and they can order the substitution of parts and/or the entire kart (without expense for the entrant) with other parts and/or a complete kart for which the Promoter certifies conformity. In the case that these parts need to be sent for verification of technical conformity at the Maker's headquarters, the promoter will commit himself

to return the item to the legitimate owner in the shortest time possible. In case of destructive verification, whether at the track or at the Maker's headquarter, the damaged part will be substituted by a new adequate one.

S18.4) Non-presentation of the kart at the parc fermé will be considered as refusal to submit to verification and will be disqualified from the race.

S18.5) Verifications will be carried out by the Tech Inspectors in the presence of entrants and/or driver. Eventual irregularities found during verification following qualifying carries with it annulment of times obtained. If irregularities are found after the race, it will cause disqualification from said race. During verification, reference will be made to the Technical Regulation of the Championship, the identification forms supplied by the maker, and a comparative method carried out by the proposed Officials, with parts supplied by the promoter that will also serve to certify conformity.

In the ambit of post Race checks it is the faculty of Stewards to provide a more thorough verification of one or more parts of the kart at the Promoter's headquarter.

In this case the parts under verification, will be sealed by the Scrutinizers, they will be held by the Promoter (*through the circuit representative*) for the scheduled analysis. For verification to be made at the Promoter's Headquarters, representatives of the track and/or the Tech Director of the race must be present.

S18.6) Where there are serious technical irregularities, recognized and verified as fraud by the Bodies proposed by the organization, the Promoter further reserves the right to eliminate the vehicle from all official races in the Championship up to termination of the season or for an indeterminate period according to the seriousness of the fraud. Such dispensation cannot be appealed.

S18.7) For the purpose of technical verification, all parts must be legal (within specification) at any time during the race.

Art. S19) Protests and Appeals

S19.1) Protest Procedure: All protests must be submitted in writing by a legal entrant from the same class in which the alleged violation occurred. Protests must be submitted to the Race Director. Protest must be filed using an official Easykart Florida protest form no later than 30 minutes after completion of the session, or within 30 minutes after the results are posted if the protest involves the results. Protest forms will be available at the scales or/and with the Easykart Chief Steward. Forms will also be available on the Easykart Florida web site and also are part of the rule book. Protests must be specific and "must" refer to the specific page and section of the "current" rule book or supplementary regulations for the event. Internal "engine" related protests necessitating tear down will require a \$250 protest fee. The protest fee will be returned to the protestor if the engine is found illegal and the engine owner will be responsible for the costs of engine tear down, reassembly, and re-sealing. If the engine is found legal, the \$250 fee will be used to reassemble the engine at no charge to the engine owner. Protesting driver and driver being protested can each designate a representative to be present during tear down inspections. Three protests by the same competitor for the same infraction against the same competitor is not allowed if the competitor was found legal on the prior two protests. Protest involving driver conduct must be resolved by the sanctioning organization. Organizational and technical protests must be resolved by the Easykart Chief Steward.

S19.2) Appeal Procedure: If a protest was denied an entrant can appeal, the decision can only be overridden by the "Appeal Process". All appeals to the Appeal Board require a \$100 non refundable fee. This appeal must be filed in writing with the Race Director no later than 15 minutes after the protest had been denied. The Appeal Board is made up of 3 officials present at the track. If there are not at least 3 officials available, then track workers or experienced racers will be chosen by any official present. Any Easykart official can make immediate decisions concerning these rules and must report as soon as practicable to the Easykart Chief Steward.

Art. S20) National Final

S20.1) The race denominated National Final is a one off race which, respecting the specifications stated in the Easykart Technical-Sporting Regulation, will assign the absolute title for each category.

S20.2) In the National Final only drivers with a National License will be admitted. Admission criteria must respect criteria similar to the table given below:

Category	Pilots Admitted	Criteria
60cc	72	Having completed a min. of 3 races.
100cc	50	Having completed 3 races min.
125 Light	50	Having completed 3 races min.
125 Heavy	50	Having completed 3 races min.
125 Shifter	28	N/a for 2009

S20.3) The promoter for the Trophy, having the right to vary the number of drivers admitted, must respect the criteria of merit in National Ranking by communicating any eventual variations in written form by way of the Official Posting Board and the Trophy's official site.

S20.4) The promoter for the Trophy reserves the right to introduce eventual reserves.

S20.5) The promoter for the Trophy has the faculty to invite to the competition guests and drivers from different categories, but these will not participate in assignment to the National title.

S20.6) When the number of drivers is superior to the circuit's capacity, the classes can be split during qualifying, only drivers who qualified on the top places equal to the track's capacity minus the last 4 in that top group, will compete in the Final ("A"). The last 6 of each subsequent FINAL ("B", "C", etc.) will race in the next group if necessary. The last group of the lowest qualifiers will be the first to race and the 6 first will earn the right to race in the final above until 6 finalist from Final "B" go to race in the last 6 spots of FINAL "A"

S20.7) Regardless of the Finals raced, during the course of single events only one set of tires will be allowed.

S20.8) The first ten classified in the National Final will have the right in the following season to use the racing number equal to the position obtained. Number one, therefore, could be used by the winner of the Final.

Art. S21) International Final

S21.1) The race named International Final is a one off race and it will take place in the Siena circuit (Italy), on 16-17-18/10/2009.

S21.2) As per guidelines established in paragraph S2.3, drivers qualified for The International Final will be the Champions of each category.

S21.3) Eventual reserves will be established in accordance with the Promoter of the Championship.

Art. S22) Race numbers

S22.1) The race numbers are assigned by the Promoter, who will co-ordinate the Easykart Sports activities. The first numbers are reserved for the first classified drivers of the previous year's final.

S22.2) The race number must be applied on yellow plates, positioned on the front, on the back and on both sides of the kart. The number must be readable at all times.

S22.3) The race number is valid for one year and must remain the same for all official races, except for International Finals

Art. S23) Prizes

S23.1) In all the races of the Easykart Championship, prizes for merit are as foreseen in accordance with the Supplementary Regulation of the Event.

S23.2) In case of events with more than one Final, prizes for merit will also be recognized for the first 3 classifiers of each final (A-B-C etc.) aside from the fact that the same drivers have obtained the right to participate in a superior Final.

S23.3) The Supplementary Regulation of the Event may foresee further awards

Art. S24) Advertising

S24.1) The Promoter reserves the right to use the advertising area on the number-holder panel of each kart, either to promote his own brand-names or those of any eventual sponsor of the Trophy. On the entrant's kart no other competitive brand-names may be placed with those of the Promoter.

S24.2) It is forbidden to all entrants to advertise brand-names contrasting with those by the Promoter (EASYKART, BIREL, FREELINE, etc.) on the kart and on race attire in all Easykart events, including prize-giving ceremonies. In the occasion of races reserved to Easykart, it is also forbidden to advertise un-authorized promotional material of any kind in the paddock and other areas surrounding the circuit.

S24.3) Dispensations under preceding points S24.1 and S24.2 which are not respected cannot be the object of claim for damages of a sporting nature. Any eventual actions will be of exclusive pertinence of the Promoter who can impose penalties in terms of scores.



TECHNICAL REGULATION

PREMISE.

IT IS STRICTLY FORBIDDEN TO ADD OR REMOVE MATERIAL; ALL PIECES MUST BE STRICTLY ORIGINAL.

IF IT'S NOT EXPLICITLY STATED IN THESE RULES THEN IT IS PROHIBITED.

THE KART MUST COMPLY WITH THE PRESENT REGULATION AT ANY TIME DURING THE EVENT

Art. T1) Chassis

T1.1) Chassis: Only chassis carrying the name BIREL are to be allowed as well as standard ranges and are to be mounted exclusively with original accessories. The maximum outside gauge allowed is as indicated on the table given below:

CATEGORY	50	60	100	125	125 SHIFTER
Model	B 25 - X	L 3 L 28 C-X	R 30 C-X R 30 C-Y	R 30 C-X R 30 C-Y	R 30 C-Y
Pitch	800 mm	900 mm	1040 mm	1040 mm	1040 mm
Maximum front gauge	920 mm	970 mm	1120 mm	1120 mm	1170 mm
Maximum rear gauge	1040 mm	1100 mm	1400 mm	1400 mm	1400 mm

T1.2) Floor tray: use of the floor tray as supplied by the factory is obligatory.

T1.3) Pedals: pedals must be Original Freeline in aluminum or anodized, the accelerator pedal must be fitted with a return spring. Between the brake pedal and the installed braking pump it is obligatory to install a safety wire.

Repositioning of the pedals by way of spacers is allowed as long as the safety of the system is not compromised; these have to be approved by the technical officials.

T1.4) Spindles: Spindles must be strictly standard, with coupling at fixed camber as originally set, and only those with height settings are admitted. Wheel spacers must be original (**two of 10 mm and two of 5 mm**) for each wheel – it is not important if they are internally or externally mounted except for the **125 SHIFTER CLASS**.

The pins fixing the spindles on the **C** of the chassis must be strictly standard and only made from steel; no variation of the form is allowed nor is it permitted to add or remove material from the same.

CATEGORY	50	60	100	125	125 SHIFTER
Spindles	A-10 x 135 E/17	A-10 x 135 E/17	A- 10 x 150 E/17	A- 10 x 150 E/17	P- 10 x 135 E/17

T1.5) Front stabilizer Bar: The front stabilizer mounted on EASYKART 100/125 125 SHIFTER must not be anything else but standard. Eventual removal of the stabilizer to vary the kart' s stability is allowed.

T1.6) Steering: steering controls must be only from the steering column and steering pitman series. All directional elements must have a safety clamping system (self-locking nuts).

The steering wheel can be of any type and size as long as it is from the FREELINE product line.

CATEGORY	50	60	100	125	125 SHIFTER
Steering column	L 350	L 420	L 490	L 490	L 490
Standard steering wheel	ALL. 280 LEATHERETTE	ALL. 280 LEATHERETTE	ALL. 300 LEATHERETTE	ALL. 300 LEATHERETTE	ALL. 300 LEATHERETTE
Standard Steel pitman	-----	225 - 225	260 - 270	260 - 270	260 - 270
Aluminum HQ steering pitman	185 - 195	215 – 215	255 – 255	255 – 255	255 – 255

T1.7) Tank: the tank must be standard, no substitutions are allowed. The stub tube must come solely from the FREE-LINE product line.

CATEGORIA	50	60	100	125	125 SHIFTER
Tank	0,9 Liters INCORPORATED	4 Liters	8 Liters	8 Liters	10 Liters

T1.8) Seat: The seat can be of any type or measure as long as it forms part of the FREE-LINE product line (the model FREE-LINE by Tillet included), seats in Kevlar and Carbon are not permitted. Supplementary supports for seats independent of their length must be FREE-LINE originals. (Applicable after the Grand-Final, Under Revision for Heavy Class).

CATEGORIA	50	60	100	125	125 SHIFTER
Standard seats	B	S	L	XL	XL

T1.9) Axle: the axle must be in one piece Easykart/Freeline (solid or perforated), made from magnetic material and as originally assembled, including the flange bearing-holders and the various bearings which must be placed in the original position and strictly fixed to the chassis. It is forbidden to loosen or remove the "set screws" which fix the bearings to the axle.

CATEGORY	50	60	100	125	125 SHIFTER
Axle	25 x 880 B	25 x 960 C	30 x 1000 x 5 M	40 x 1040 x 3 M	40 x 1040 x 3 M
Rear hub	Al 25 x 50	Al 25 x 50	Al 30 x 100	Al 40 x 100	Al 40 x 100
Front hub	-----	-----	-----	-----	Al 40 x 75

T1.10) Brake system: the brake system must be strictly standard and as originally assembled, as well as the brake pads which must be from the FREE-LINE range.

CATEGORY	50	60	100	125	125 SHIFTER
Rear brake system	M 20 x 2 H6	B-I H6/P22-LS B-I H6/P19-LS	B-I H6/P22-LS B-I H6/P19-LS	B-I H10/P22-LS B-I H6/P19-LS	B-I H10/P19-LS
Front brake system	-----	-----	-----	-----	I H8/P19-LS
Rear brake disk	80 x 200 x 6 F	80 x 200 x 6 G	80 x 200 x 6 G	80 x 200 x 10 G	80 x 200 x 10 G
Front brake disk	-----	-----	-----	-----	F 36 x 145 x 8 G
Rear disk-holder	25 x 80 – 6 A	25 x 80 – 6 A	30 x 80 – 6 A	40 x 80 – 8 A	40 x 80 – 8 A
Front counter-hub	-----	-----	-----	-----	40 x 86/B
Rear brake pads	90 x 11.5	90 x 11.5	90 x 16	90 x 16	90 x 16
Front brake pads	-----	-----	-----	-----	75 x 10

As an alternative a brake system could be authorized as shown on the following table:

CATEGORY	50	60	100	125	125 SHIFTER
Rear brake system	-----	B-I H/P22SR-LS	B-I H/P22SR-LS	B-I H/P22SR-LS	-----
Fixed disk-holder	-----	25 x 66 – 8° HQ	30 x 66 – 8° HQ	40 x 66 – 8° HQ	-----
Rear disk-pad	-----	66 x 180 x 8A	66 x 180 x 8A	66 x 180 x 8A	-----

T1.11) Wheels: the wheels must be those originally mounted, they must have a safety system (self-locking nuts).

SLICK

CATEGORIA	50	60	100	125	125 SHIFTER
Front Wheel	5" CH 110A-NE 5" CR 115A-OR	5" CR 115A-OR	5" CH 130A-LU	5" CH 130A-LU	5" DH 130A-LU
Rear wheel	5" DH 150A-NE 5" DR 150A-OR	5" DR 150A-OR	5" DH 210A-LU	5" DH 210A-LU	5" DH 210A-LU

RAIN

CATEGORY	50	60	100	125	125 SHIFTER
Front wheel	5" CH 110A-NE 5" CR 115A-OR	5" CR 115A-OR	5" CH 120A-LU 5" CH 130A-LU	5" CH 120A-LU 5" CH 130A-LU	5" DH 120A-LU 5" DH 130A-LU
Rear wheel	5" CH 110A-NE 5" CR 115A-OR	5" DR 150A-OR	5" DH 180A-LU	5" DH 180A-LU	5" DH 180A-LU

DETAIL: the letters ending **NE** identify the color BLACK, the letters **OR** identify the color **GOLD**, the letters **LU** identify the finish **SHINEY**.

T1.12) Bumpers: only mounted, standard bumpers are allowed. The bumper fixing system must remain as originally assembled. All supports or supplementary support systems (nylon clips, steel cables/lines or other) are not permitted.

CATEGORY	50	60	100	125	125 SHIFTER
Front bumpers	-----	545 x 325 518 x 260 FREE-LINE Fik 5/09	580 x 330 FREE-LINE CIK 03	580 x 330 FREE-LINE CIK 03	580 x 330 FREE-LINE CIK 03
Rear bumpers	USA B25- X	-----	-----	-----	-----

☐ THE BUMPERS MUST BE SECURELY FIXED TO THE CHASSIS

T1.13) Fairing: standard assembled fairings are admitted which form part of the same homologation, no type of modification or removal of material is allowed except for perforation for insertion of emergency starter.

CATEGORY	50	60	100	125	125 SHIFTER
Front lat. fairings	Kg - Baby	FREE-LINE L3 FREE-LINE FIK 05	FREE-LINE CIK 99 FREE-LINE CIK 03-08 FREE-LINE CIK 09-14	FREE-LINE CIK 99 FREE-LINE CIK 03-08 FREE-LINE CIK 09-14	FREE-LINE CIK 99 FREE-LINE CIK 03-08 FREE-LINE CIK 09-14
Rear fairings	-----	FREE-LINE FIK 05	FREE-LINE CIK 03-08 FREE-LINE CIK 09-14	FREE-LINE CIK 03-08 FREE-LINE CIK 09-14	FREE-LINE CIK 03-08 FREE-LINE CIK 09-14

On understanding the model for the fairings, there is a choice of color.
For safety reasons, it is possible to **ADD nylon strips** to the fairing junctions and the rear fairing.

T1.14) Race number: each frame must be equipped with four yellow-colored number background , one at the back, one at the front and two at each side. Number decals must be in black from the Free-line range, the Yellow background is for easier identification purposes.

CATEGORY	50	60	100	125	125 SHIFTER
Minimum size of the front number plate	180 mm	200 mm	220 mm	220 mm	220 mm

T1.15) OPTIONAL AND PERMITTED ACCESSORIES

CATEGORY	50	60	100	125	125 SHIFTER
Pedals	-----	-----	Aluminum Anodized BLUE	All. Anodized BLUE	All. Anodized BLUE
Floor tray	Anodized BLUE	Anodized BLUE	Anodized BLUE	Anodized BLUE	Anodized BLUE
Brake Disk holder	25 x 80 HQ	25 x 80 HQ	30 X 80 HQ	40 X 80 HQ	40 X 80 HQ
Rear Sprocket holder	25 HQ	25 HQ	30 HQ	40 HQ	40 HQ
Rear hubs	25 X 25 HQ	25 X 25 HQ	30 X 100 HQ	40 X 100 HQ	40 X 100 HQ
Front hubs	-----	-----	-----	-----	40 X 75 HQ
Anti stalling screw kit	FREE-LINE HQ	FREE-LINE HQ	FREE-LINE HQ	FREE-LINE HQ	FREE-LINE HQ
Wheel spacer kit	Aluminum anodize. BLUE	Aluminum anodize. BLUE	Aluminum anodizes. BLUE	Aluminum anodize. BLUE	Aluminum anodize. BLUE
Foot-rest	Aluminum anodize. BLUE	Aluminum anodize. BLUE	Aluminum anodize. BLUE	Aluminum anodize. BLUE	Aluminum anodize. BLUE
Tilted steering-wheel support	FREE-LINE	FREE-LINE	FREE-LINE	FREE-LINE	-----

Art. T2) Engine

T2.1) Engine: the Engines must be as originally casted and manufactured from factory. No modification is allowed unless expressly authorized by the manufacturer. No Blueprinting, no polishing, no porting and removal or additions of materials, are permitted with the exception of cylinder honing for rebuilding purposes, which must respect the maximum amount allowed.

C A T E G O R I E S

BRAND	50 cc	60 cc	100 cc	125 cc LIGHT	125 cc HEAVY	125 SHIFTER
COMER	C-50	-----	-----	-----	-----	-----
IAME	-----	Parilla EK 62	Komet EK 100	Komet EK 125	Komet EKA	-----
BMB	-----	EKL	EKJ	EKA	EKA	EKS
Cylinder Volume	48 cc	62 cc	100 cc	125 cc	125 cc	125 cc
Stroke	38 mm	43,3 mm	48,5 mm	54 mm	54 mm	54 mm
Bore	40 mm	42,50 mm	50,8 mm	54 mm	54 mm	54 mm

More detail can be found on the motor's Technical Data Sheet.

The tolerance written on the Technical Data Sheet, are meant as manufacturing tolerances.

T2.2) Carburetor: only factory originals are permitted. Only substitution of fixed „jets“ chosen from those indicated in the table below are allowed.

Carburetor, air box, carburetor gaskets and intake pieces must remain stock. No modifications allowed. The two small air box cover grids may be removed. Nothing may be added or removed or altered inside the air box. The orientation of the rubber inlet adapter for the air box is non-tech. Carburetor and intake passages and gaskets must be completely stock, no polishing or matching allowed. All carburetor surfaces must be as cast. All internal carburetor passages must be original. Only an original gasket must be used, multiple gaskets prohibited. No component may be removed, added or altered. No modification to the jet or the low speed needle is allowed. No tool or device may be fitted to make adjustments to the carburetor and/or its components while operating the kart. Carburetor Pop-off valve springs may be replaced with any spring as long as it fits in its original position with no modifications required to any other component. The fulcrum arm lever may be adjusted to allow for adjustments to the pop-off pressure. Maximum pop-off pressure is 12 psi (0,8 Bar). The swivel head for attaching the throttle cable may be replaced. The fuel strainer cover may be replaced with a plastic type of same size. For purposes of cleaning and maintenance, carburetor components may be removed, cleaned and re-installed as per original placements. Use of compressed air for clearing fuel passages is recommended, use of sharp objects for cleaning may cause damage, illegality and improper operation of carburetor. No blueprinting, machining or modifications allowed to the carburetor or any of its components. All components shall be OEM type. Fuel filter must be OEM Easykart part # 40.6653.00.

Only the following carburetors will be allowed:

Easykart 60cc: Tillotson HL385A

Easykart 100cc: Tillotson HL384A or HL384B

Easykart 125cc: Tillotson HL384A or HL384B

The position, of the Main Check Valve (main nozzle) is: HL 385A is .080" to .090" below metering floor HL 384A or HL 384B is .000" to .010" below metering floor.

For the purpose of verifying these jet sizes, a Deltronic Pin will be used. For determining the legality of the smallest jet size will be a Deltronic Pin that is .0025mm smaller than the smallest jet. For determining the legality of the largest jet size will be a Deltronic Pin that is .0025mm larger than the largest jet. These will be the only TWO tools for each class that will be used by the Tech Director. This will be the minimum and maximum sizing. Once the jet sizing is between these two limits the jet will be considered legal for that class. The stamped number on the jet is non-tech. The jet tech tool of the Tech Director will be the official tech tool and will not be subjected to appeal. It is the competitor's responsibility to ensure that the jet size is legal.

CATEGORY	50	60	100	125	125 SHIFTER
Carburetor	14/12	TILLOTSON 385 A	TILLOTSON 384 A	TILLOTSON 384 B	DELL'ORTO VHSH 30 CS
Minimum Jet	adjustable	adjustable	adjustable	adjustable	-----
Maximum Jet	adjustable	da 0.71 a 0.77*	da 0.83 a 0.87	0,85 – 0,88	-----
Max. pressure	-----	0,8 bar	0,8 bar	0,8 bar	-----
Plunger/valve core	-----	-----	-----	-----	U 7
Pulverizer	-----	-----	-----	-----	DP 263-264- 265
Float	-----	-----	-----	-----	126301 gr 9
Valve	-----	-----	-----	-----	-----

The particulars Highlighted in black are of standard assembly

T2.3) Clutch: the clutch must be a factory original, no modification is allowed. Nor is it permitted to oil or grease any parts pertaining to it.

CATEGORIA	50	60	100	125	125 SHIFTER
Clutch	TBA	-----	-----	-----	-----
Comer					
Clutch IAME	-----	FC 450	FC 460	FC 460	-----
Clutch BMB	-----	EFL	EFA	EFA	EFS

T2.4) Ignition: ignition must be a factory original, no type of modification is allowed

CATEGORY	50	60	100	125	125 SHIFTER
Ignition	Comer ELT	SELETTRA 4P	SELETTRA 4P	SELETTRA 4P	SELETTRA DK
Ignition	comer ELT	SELETTRA DK	SELETTRA DK	SELETTRA DK	SELETTRA DK

T2.5) Spark plug: Two spark plugs are allowed, FREE-LINE trade mark no. BRISK **L10SL** factory original, and or NGK BR10EG. The length of the thread must not exceed 18.5mm. The spark plug's end edge mounted on the head must in no way enter the combustion chamber.

T2.6) Air Box: The Air Box must be standard FREE-LINE. No Modification allowed. The mounting direction of the Rubber Connector is unimportant; any excess of rubber inside the air box may be removed.

CATEGORY	50	60	100	125	125 SHIFTER
AIR BOX	-----	AL 22 PS	AL 22 PS	AL 22 PS	AL 29 PS

. It is allowed to fix the Air Box with nylon strings, provided that it won't alter its functioning.

T2.7) Silencer: only the original silencer and the original exhaust Header must be used, no modifications or alterations are allowed. Adjustment to size the flexible joint between header and silencer is allowed, so long as the same material and shape remain.

CATEGORY	50	60	100	125	125 SHIFTER
Silencer COMER	-----	-----	-----	-----	-----
Silencer IAME	-----	(*) 90/490	(*) 100/530	(*) 100/530	-----
Silencer Easykart	-----	ESL 90	ESA 100	ESA 100	ESS

For safety reasons, the silencer must be bound together with the exhaust manifold through a steel cable, closed with a double screw clamp.

T2.8) Data Acquisition: the use of one instrument for obtaining data (time keeping, rev. counter, odometer and lower spark plug temperature) is allowed, all unspecified instruments are totally forbidden.

Art. T3) Fuel

T3.1) The Fuel must be made from a composition of unleaded petrol from a distributor indicated by the organization and **2T EASYKART OIL** mixture, in a ratio of 20 liters of petrol to one can of oil; except for the 50 category.

CATEGORY	50	60	100	125	125 SHIFTER
Ratio petrol/oil	1 Gl./ 3.5 - 4 oz. advisable	1 Gl. / 7.5 – 8 oz.	1 Gl. / 7.5 – 8 oz.	1 Gl. / 7.5 – 8 oz.	1 Gl. / 7.5 – 8 oz.

In case of non-conformity, the Scrutinizers decision will be definitive.

Art. T4) Gearing.

T4.1) Transmission: The engagement between the engine and axle must take place through a closed chain. The chain links and the chains must pertain to any 219 type chain of **recommended** good quality such as RK gold or DID gold, with the sole exception for the chain in the **125 SHIFTER** category. The Rear Sprocket must be declared by the organization and detailed in the official race register before each event and chosen from the range shown in the table. **The Chain link count below is a suggestion only.**

CATEGORY	50	60	100	125	125 SHIFTER
Engine Sprocket	Z 9	Z 10	Z 11	Z 11	FREE-LINE Z 15 - 16
Rear Sprocket	80	76-78-80-82-84	78-80-82-84-86	78-80-82-84-86	22-23-24-25-26
Chain	106	102-104	104-106-108	104-106-108	40 – 42

*** To simplify technical checks, the rear sprocket we suggest to be mounted with the identification number facing the exterior.**

T4.2) Chain guard: it is obligatory to mount chain guards only from the FREELINE product line.

Art. T5) Tires

T5.1) Tires: Only tires detailed in the table below are allowed – whether for **SLICK** or for **RAIN**. For the latter two no further treading or re-touching is allowed in regard to the original tread.

SLICKS

CATEGORY	50	60	100	125
Trade-name	Easykart/VEGA	Easykart/VEGA	Easykart/VEGA	Easykart/VEGA
Front	ETS 4,0/10,0-5	ETS 4,0/10,0-5	ETS 4,5/10,0-5	ETS 4,5/10,0-5
Rear	ETS 5,0/11,0-5	ETS 5,0/11,0-5	ETS 7,1/11,0-5	ETS 7,1/11,0-5

RAIN

CATEGORY	50	60	100	125
TRADE NAME	Easykart/VEGA	Easykart/VEGA	Easykart/VEGA	Easykart/VEGA
Front	ETR 4.0/10.0/5	ETR 4.0/10.0/5	ETR 4.0/10.0/5	ETR 4.0/10.0/5
Rear	ETR 5.0/11.0-5	ETR 5.0/11.0-5	ETR 6.0/11.0-5	ETR 6.0/11.0-5

* It is strictly forbidden to alter the characteristics and/or performance of the tires. Tire shaving or truing or treating or adding any compounds of any kind to the surface of the tires are prohibited. Tires must be used as delivered by Easykart distributors and dealers. Only installation lubricants are allowed. Bead lock bolts and seals may be replaced. Stick-on type lead weights may be added to wheels for balancing. Tape may be added as additional security for these weights. Valve stems must be OEM type. Valve stem caps may be removed.

Art. T6) Weight.

T6.1) Weight: the minimum weight is deduced with the complete kart and with the driver in racing clothes ready for the race. Eventual extra weight must be exclusively and solidly mounted with at least 2 fixed points (two 8mm screws), with the exclusion of the bumpers and the flatcar, with screws and relative self-locking nuts. No small lead balls or other non-solid materials are allowed.

Category	50	60	100	125 Light	125 Heavy
Weight of kart + driver	155 Lbs.	235 Lbs.	310 Lbs.	335 Lbs.	370 Lbs.
Minimum weight of driver	-----	-----	-----	-----	*180 Lbs. with gear (helmet, suit, neck collar, shoes, gloves)

* **Special provision,** Refer to article S4.5 of the EASYKART Sporting Regulation

WHEN NOT EXPRESSLY STATED UNDER THE PRESENT REGULATION, W.K.A. RULES WILL BE STANDARD PROCEDURE.

During verification, reference will be made to the Technical Regulation of the Championship, the identification forms supplied by the maker, and a comparative method carried out by the proposed Officials, with parts supplied by the promoter that will also serve to certify conformity. In the ambit of post Race checks it is the faculty of Stewards to provide a more thorough verification of one or more parts of the kart at the Promoter's headquarter.

In this case the parts under verification, will be sealed by the Scrutinizers, they will be held by the Promoter (*through the circuit representative*) for the scheduled analysis. For verification to be made at the Promoter's Headquarters, representatives of the track and/or the Tech Director of the race must be present.