



## **2010 Equipment Usage Supplement**

### **Preamble:**

The following document shall define the procedure, protocols and limits of equipment usage under which Championship Karting International (CKI) shall conduct its official race events.

### **Equipment declarations**

Chassis declarations: Prior to entry in their first event, each competitor in KF3, KF2, KZ2 must declare their chosen chassis manufacturer.

This declaration must be made at the latest by onsite event registration and before taking the track for official practice at the event.

One and only one change of chassis manufacturer is allowed during the competition season.

Any possible change of chassis manufacturer must be similarly declared at the latest at onsite event registration and before taking the track for official practice at the event.

Engine declarations: Prior to entry in their first event, each competitor in classes KZ2, KF2 and KF3 must declare their chosen engine manufacturer.

This declaration must be made at the latest by onsite event registration and before taking the track for official practice at the event.

One and only one change of engine manufacturer is allowed during the competition season.

Any possible change of engine manufacturer must be similarly declared at the latest at onsite event registration and before taking the track for official practice at the event.

It is permissible to utilize non-declared chassis and/or engine during practice sessions but only the declared chassis and engine manufacturer may be utilized in competitive elements of the event.

## **Equipment usage limits and identification**

Equipment usage limits apply by class as follows:

KZ2 - two (2) chassis frames; two (2) engines

KF2 - two (2) chassis frames; two (2) engines

KF3 - two (2) chassis frames; two (2) engines

CKI TaG Senior - one (1) chassis frame; two (2) engines

Leopard Junior - one (1) chassis frame; two (2) engines

Cadet - one (1) chassis frame; two (2) engines

Mini - one (1) chassis frame; two (2) engines

### Equipment identification

Equipment identification protocols apply to mark and associate permissible chassis and engines with a particular driver.

It is not permissible in any competitive element to utilize identified equipment for any other driver than that marked and associated with him for that particular class.

Chassis frames - Prior to taking the track for official practice at, all eligible chassis frames must be presented for technical inspection and identification.

Any non-identified chassis frames taking part in official practice or subsequent activities is subject to penalty.

The driver or his representative must nominate all eligible chassis frames for usage prior to the beginning of timed qualifying for any class.

Engines - Prior to the beginning of timed qualifying, all eligible engines must be presented for technical inspection and identification.

The driver or his representative must nominate all eligible engines for usage prior to the beginning of timed qualifying for any class.

Engine identification protocols are applicable by class as follows:

KZ2, KF2 and KF3 - one-half engine crankcase and cylinder are labeled and associated with the driver. All event maintenance is permitted. Only the identified components are permissible for use.

CKI TaG Senior and Leopard Junior - a wire seal is applied to prevent removal of the cylinder head. Competitor is responsible for providing appropriate drilled fasteners to accommodate sealing wire. Event maintenance under the seal is prohibited except by special condition noted below.

Cadet - a wire seal is applied to prevent removal of the engine shroud and exhaust silencer. Competitor is responsible for providing appropriate drilled fasteners to

accommodate sealing wire. Event maintenance under the seal is prohibited except by special condition noted below.

Mini – Rotax Certified Seals are required and recorded.

#### Special condition event maintenance under seal

Event maintenance under the wire seal is permitted only under the following circumstances:

Competitors declaring only a single engine from the outset of the event must present the engine to the technical director along with the request to maintain under the seal. At the technical director's discretion, maintenance is permitted in his witness and all elements are subject to technical inspection. Any non-compliance discovered during this maintenance subjects competitor to penalty for previous competitive elements. At completion of maintenance, the engine is re-sealed and associated with the driver.

Competitors declaring more than one engine from the onset of the program and must present all sealed engines to the technical director along with the request to maintain under the seal. Any requests for under seal maintenance after the completion of the heats/LCQ must display verifiable engine damage requiring interchange of parts between previously sealed engines in order to continue. All engine seals will be removed and the assembly of one single engine from the primary parts of the previously sealed engines (crankcase, cylinder and cylinder head) will be permitted. At the technical director's discretion, maintenance is permitted in his witness and all elements are subject to technical inspection. Any non-compliance discovered during this maintenance subjects competitor to penalty for previous competitive elements. At completion of maintenance, the engine is re-sealed and associated with the driver. Any further maintenance requirements will fall under single engine competitor protocol.

It is the competitors' responsibility to ensure seal integrity at all times. Any damaged chassis or engine seals must be notified to the technical director before leaving the controlled area bounded by the grid, inspection and fuel storage areas.