



2010 Class Structure

Comer Cadet

- Age 8-12 years of age, as defined by the 2010 WKA Technical Manual.
- Minimum Class Weight – 235 Pounds
- Kart Numbers 00-09, and 11-99
- Chassis Regulations as defined by the 2010 WKA Technical Manual
- Engine Regulations as defined by the 2010 WKA Technical Manual
- Specified Fuel – VP Racing MS98. Racing Fuel must be purchased and received from CKI-appointed vendor on-site.
- Specified Oil – Motul Kart 2T
- Specified Tires
Dry Compound – Bridgestone YKC 4.5/10.5
Wet Compound – Bridgestone YKP 4.5/10.5
- Specified Wheel Size – as defined by the 2010 WKA Technical Manual
- Specified Driver Safety Equipment – as defined by the 2010 WKA Technical Manual

Rotax MiniMax

- Age 9-12 years of age, as defined by the 2010 US Rotax Max Challenge Class Structure Regulations
- Minimum Class Weight – 265 Pounds
- Kart Numbers are free
- Chassis Regulations as defined by the 2010 US Rotax Max Challenge Class Structure Regulations
- Engine Regulations as defined by the 2010 US Rotax Max Challenge Class Structure Regulations
- Specified Fuel – VP Racing MS93. Racing Fuel must be purchased and received from CKI-appointed vendor on-site.
- Specified Oil – Motul Off-Road 800
- Specified Tires
Dry Compound – Bridgestone YKC 4.5/10.5
Wet Compound – Bridgestone YKP 4.5/10.5
- Specified Wheel Size – as defined by the 2010 US Rotax Max Challenge Technical Regulations

- Specified Driver Safety Equipment - as defined by the 2010 US Rotax Max Challenge Technical Regulations

KZ2, (offered only at New Jersey July Round, New Castle August Round and Las Vegas October Round)

- Age 15+ as defined by 2010 CIK-FIA Regulations
- Minimum Class Weight – 385 Pounds
- Kart Numbers 100-199, with the exception of CKI 2009 National Top-10, who have secured the numbers associated with their finishing positions in 2009 CKI Championship Points, for competition in 2010.
- Chassis Regulations per current revision of 2010 CIK-FIA Technical Regulations with the following exceptions:
CIK-FIA homologated chassis, brakes, and bodywork from the 2003 homologation period are specifically permitted (ref. xxx/CH/08, xxx/FR/08, and xxx/CA/08).
For the duration of the 2010, front handbrake systems may be mismatched (of a different homologation) to the rear brake system. Front handbrake systems must, however be from the same manufacturer as the rear system. Four wheel systems (non-handbrake) must be of matching homologation.
- Engine Regulations per 2010 CIK-FIA Technical Regulations
- Specified Fuel – VP Racing MS98, Racing Fuel must be purchased and received from CKI-appointed vendor on-site.
- Specified Oil – Motul Kart 2T
- Specified Tires
Dry Compound Bridgestone YJB; front 4.5x10-5, rear 7.10-11-5
Wet Compound Bridgestone YKP; front 4.5x10-5, rear 6.0x11-5
- Specified Wheel Size – as defined by 2010 CIK-FIA Technical Regulations
- Specified Driver Safety Equipment – as defined by 2010 CIK-FIA Technical Regulations

KF2

- Age 15+ years of age, as defined by 2010 CIK-FIA Regulations
- Minimum Class Weight – 355 Pounds
- Kart Numbers, 200-299, with the exception of CKI 2009 National Top-10, who have secured the numbers associated with their finishing positions in 2009 CKI Championship Points, for competition in 2010.
- Chassis Regulations per current revision of 2010 CIK-FIA Technical Regulations with the following exceptions:

CIK-FIA homologated chassis, brakes, and bodywork from the 2003 homologation period are specifically permitted (ref. xxx/CH/08, xxx/FR/08, and xxx/CA/08).

For the duration of the 2010, front handbrake systems may be mismatched (of a different homologation) to the rear brake system. Front handbrake systems must, however be from the same manufacturer as the rear system. Four wheel systems (non-handbrake) must be of matching homologation.

- Engine Regulations per 2010 CIK-FIA Technical Regulations with the following exceptions.

For the duration of 2010, an exception to the prescribed CIK protocol for combustion chamber volume verification will apply as follows:

The burette used will be a Class A glass burette.

For the duration of 2010, all port duration measurements will be made using 0,2mm shim stock (ref: CIK-FIA T.R. 2.25.3.2).

- Specified Fuel – VP Racing MS98, Racing Fuel must be purchased and received from CKI-appointed vendor on-site.
- Specified Oil – Motul Kart 2T
- Specified Tires
Dry Compound Bridgestone YJB; front 4.5x10-5, rear 7.10-11-5
Wet Compound Bridgestone YKP; front 4.5x10-5, rear 6.0x11-5
- Specified Wheel Size – as defined by 2010 CIK-FIA Technical Regulations
- Specified Driver Safety Equipment – as defined by 2010 CIK-FIA Technical Regulations

KF3

- Age 13-15 – As defined by 2010 CIK-FIA Regulations
- Minimum Class Weight – 330 Pounds
- Kart Numbers 300-399, with the exception of CKI 2009 National Top-10, who have secured the numbers associated with their finishing positions in 2009 CKI Championship Points, for competition in 2010.
- Chassis Regulations per current revision of the 2010 CIK Technical Regulations, to include rear protection, with the following exceptions. CIK-FIA homologated chassis, brakes and bodywork from the 2003 homologation period are specifically permitted (ref: xxx/CH/08, xxx/FR/08 and xxx/CA/08).

- Engine Regulations per 2010 CIK-FIA Technical Regulations with the following exceptions
For the duration of 2010, an exception to the prescribed CIK-FIA Appendix No. 1a for combustion chamber volume verification will apply as follows: The burette used will be a Class A glass burette. For the duration of 2010, I port duration measurements will be made using 0,2mm shim stock (ref: CIK-FIA T.R. 2.25.3.2). The only permissible carburetor for the class is as supplied for the CIK-FIA tender. All components of the carburetor must be original, unaltered and as supplied for this model of carburetor. Exhaust silencer must be specific monotype as supplied for CIK-FIA tender.
- Specified Fuel – VP Racing MS98, Racing Fuel must be purchased and received from CKI-appointed vendor on-site.
- Specified Oil – Motul Kart 2T
- Specified Tires
Dry Compound Bridgestone YKC; front 4.5x10-5, rear 6.0-11-5
Wet Compound Bridgestone YKP; front 4.5x10-5, rear 6.0x11-5
- Specified Wheel Size – As defined by 2010 CIK-FIA Technical Regulations
- Driver Safety Equipment – as defined by 2010 CIK-FIA Technical Regulations

CKI TaG Senior

- Age 15+ Years of age as defined by 2010 WKA Technical Regulations
- Minimum Class Weight –
365 Pounds IAME Leopard & Rotax FR 125
380 Pounds Vortex ROK TT
- Kart Numbers 400-499, with the exception of CKI 2009 National Top-10, who have secured the numbers associated with their finishing positions in 2009 CKI Championship Points in IAME Senior, for competition in 2010.
- Chassis Regulations per current revision of the 2010 CIK-FIA Technical Regulations, to include Rear Protection with the following exceptions–
Homologation of neither the chassis nor brakes is required. All dimensional and physical characteristics of those elements from the CIK-FIA T.R. are applicable. Front wheel braking systems are prohibited. Any bodywork with the CIK-FIA homologation designations of XXX/CA/02, XXX/CA/08, XXX/CA/11 or XXX/CA/14 is permissible. In addition, bodywork designated Scribner Plastics "Bodyline" is permissible. For XXX/CA/02 and

Scribner Plastics "Bodyline", side and front bumpers must be of industry standard construction but homologation is not required. For all other CIK-FIA homologated bodyworks, side bumpers and sidepods must be a matched set and front bumpers and front nosecone must be a matched set. A remote starter access hole is permissible in the right hand sidepod.

- Engine Regulations as defined by 2010 WKA Technical Regulations, with the following exceptions – Engines must be completely original and unaltered from factory-delivered. When multiple, optional or updated versions of a particular component or sub-assembly are or have been available from the factory, all versions are permissible unless otherwise noted. The following exceptions and clarifications are applicable – In all cases, manufacturer-supplied tolerances will be applied when determining compliance.
- Specified Fuel – VP racing MS98, Racing Fuel must be purchased and received from CKI-appointed vendor on-site.
- Specified Oil – Motul Kart 2T
- Specified Tires
Dry Compound Bridgestone YKC; front 4.5x10-5, rear 7.10x11-5
Wet Compound Bridgestone YKP; front 4.5x10-5, rear 6.0x11-5
- Specified Wheel Size – as defined by the 2010 WKA Technical Manual
- Specified Driver Safety Equipment – as defined by the 2010 WKA Technical Manual

Leopard Junior

- Age 12-15 – as defined by 2010 WKA Technical Regulations.
- Minimum Class Weight – 330 Pounds
- Kart Numbers 600-699, with the exception of CKI 2009 National Top-10, who have secured the numbers associated with their finishing positions in 2009 CKI Championship Points in IAME Junior, for competition in 2010.
- Chassis Regulations per current revision of the 2010 CIK-FIA Technical Regulations, to include Rear Protection with the following exceptions– Homologation of neither the chassis nor brakes is required. All dimensional and physical characteristics of those elements from the CIK-FIA T.R. are applicable. Front wheel braking systems are

prohibited. Any bodywork with the CIK-FIA homologation designations of XXX/CA/02, XXX/CA/08, XXX/CA/11 or XXX/CA/14 is permissible. In addition, bodywork designated Scribner Plastics "Bodyline" is permissible. For XXX/CA/02 and Scribner Plastics "Bodyline", side and front bumpers must be of industry standard construction but homologation is not required. For all other CIK-FIA homologated bodyworks, side bumpers and sidepods must be a matched set and front bumpers and front nosecone must be a matched set. A remote starter access hole is permissible in the right hand sidepod.

- Engine Regulations as defined by 2010 WKA Technical Regulations, with the following exceptions – Engines must be completely original and unaltered from factory-delivered. When multiple, optional or updated versions of a particular component or sub-assembly are or have been available from the factory, all versions are permissible unless otherwise noted. The following exceptions and clarifications are applicable – In all cases, manufacturer-supplied tolerances will be applied when determining compliance. 25mm exhaust manifold.
- Specified Fuel – VP racing MS98, Racing Fuel must be purchased and received from CKI-appointed vendor on-site.
- Specified Oil – Motul Kart 2T
- Specified Tires
Dry Compound Bridgestone YKC Front 4.5x10-5, Rear 7.10x11-5
Wet Compound Bridgestone YKP Front 4.5x10-5, Rear 6.0x11-5
- Specified Wheel Size – Maximum Front Wheel width is 135mm
Dry Compound Only
- Specified Driver Safety Equipment – as defined by the 2010 WKA Technical Manual

General

The following listing details the general exceptions to the CIK-FIA Technical Regulations for all classes except as noted:

1. Rear brake disc protective pad is not required (ref: CIK-FIA T.R. section 2.11)
2. **"WET CONDITIONS"** -SIDE BODY WORK MAY NOT BE LOCATED OUTSIDE THE PLANE PASSING THROUGH THE OUTER EDGE OF REAR TIRES.

CIK RULE 2.5.3 REAR WHEEL PROTECTION – IN ALL CONDITIONS, THE REAR PROTECTION MUST AT NO TIME PROTRUDE BEYOND THE EXTERNAL PLANE OF THE REAR WHEELS.

3. Beadlock rims are not required for wet compound tires.
4. CIK-FIA homologated rear protection systems are mandatory for KF2, KF3, KZ2, Leopard Junior and CIK TaG Senior.
5. Coolant additives containing no glycol-based compounds are permitted for all water-cooled classes.
6. Unaltered neck collars are mandatory only in Cadet, MiniMax, Leopard Junior, and KF3 only.
7. Global Positioning System sensors and accompanying data channel analysis are permitted in all classes.
8. Adhesive tapes (and like materials) are permitted to be used as radiator masking devices in all water-cooled classes. It is not however permitted to remove any masking device while on the track.
9. In addition to ballast attachment specifications in the CIK-FIA T.R. (ref: section 2.4.3), single-bolt ballast attachment is permissible with the following requirements:
 - 9.1. All ballast installation seven pounds or over must be secured by CIK-FIA requirements (two bolts of 6mm minimum bolt diameter with secure fasteners).
 - 9.2. Any ballast installation less than seven pounds may use a single bolt attachment of at least 8mm (5/16 inch) bolt diameter and the bolt must be **drilled** above the nut with the nut mechanically secured from loss by safety wire, cotter pin or clip device installed through the drilled hole in the bolt.

“Double-nutting” is not sufficient in single bolt ballast installations.

10. Timing transponder mounting location is specified to be on the back of the seat with the bottom of the transponder a minimum of 6 inches from ground level.
11. Chain guard requirements for non-gearbox classes are per CIK-FIA (ref: CIK-FIA T.R. section 2.9) but side protection requirements are limited to the engine driver sprocket only. Chain guards for gearbox classes are mandatory but must only be of sufficient design and construction to control a broken chain and prevent chain lubricant from being sprayed to the rear.
12. For classes without chassis homologation requirements, all chassis modifications performed in a safe manner and compliant with applicable regulations are allowed.
13. All inlet silencers: When alternate-position coupler boot configurations are designed, it is permissible to trim the internal portion of the boot back to the extent of the un-needed diameter. It is not permissible to break or smooth the internal, trimmed corner beyond 1.5mm maximum.