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BULLETIN 07-03 Book 2 Technical Regulations

SUBJECT: 2005 ASN Canada FIA Bodywork Regulations

EFFECTIVE DATE: January 1, 2007

All classes require Bodywork that conform with either:

- The 2007 ASN Canada FIA Canadian Karting Regulations, Technical Regulations, Book 2 10.2.b). or
- The 2005 ASN Canada FIA Canadian Karting Regulations, Technical Regulations for Bodywork that follow in this bulletin.

10. BODYWORK SPECIFICATIONS

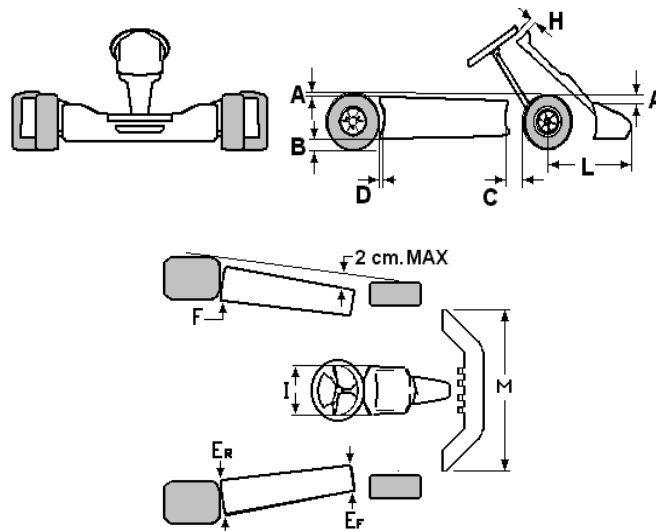
There are two possibilities for Technical Inspection of bodywork. All are to be inspected according to regulations 10.1.a) and b), 10.2.a) to g), 10.3.a) to c), 10.4.a) and b), 10.5.a) to h) and 10.6 or according to regulations 10.2 h), 10.3 d), 10.4 c) and 10.5 i).

If used on a chassis, 2003 CIK-FIA Bodywork and Bumpers must comply with regulation 10.2.h), 10.3.d), 10.4.c), 10.5 i) in the Formula A, Formula Super A, Formula C, ICA, ICA JR, ICC classes. It is not mandatory to have 2003 CIK-FIA Bumpers and Bodywork on any 2003 or later chassis.

10.1. Bodywork Components and Usage

- Bodywork components are defined as: Steering column fairing, full floor pan, nose cone, side pods/panels, and associated mounting brackets.
- Formula A, Formula Super A, Formula C, ICA, ICA JR, ICC classes in non-International or International events require CIK-FIA registered body components.

10.2 General Bodywork Specifications



LEGEND	DIMENSION (cm)	LIMIT
A	4.0	Maximum
B (Driver on board)	2.5	Minimum
B (Driver on board)	4.0	Maximum
C and D	2.0	Minimum
C and D	5.0	Maximum
EF (Front)	12.0	Minimum
ER (Rear)	18.0	Minimum
F	0.5	Minimum
F	2.0	Maximum
H	5.0	Minimum
I	25.0	Maximum
L	60.0	Maximum
M	80.0	Maximum

- a) All bodywork must be securely attached to the kart primary frame structure.
- b) All bodywork must be neat in appearance and in good condition.
- c) Body components may not be adjustable while the Kart is in motion.
- d) The Kart must have a completely open cockpit, as viewed from directly above, so that the driver's torso, arms, legs, feet, etc. are visible.
- e) Bodywork must accommodate applicable bumper and side bumper bar requirements.
- f) Bodywork must be constructed of high strength plastics or woven fibreglass, and shall be shatterproof.
- g) Sharp corners or edges are not permitted.

h) **CIK-FIA BODYWORK SPECIFICATIONS (2003)**

For all categories, it must be made up of two side bodyworks, one front fairing and one forward facing panel, with a possible rear bodywork (see technical drawing No. 2b).

The bodywork must be homologated by the CIK-FIA.

No element of the bodywork may be used as fuel tank or for the attachment of ballast.

No cutting of bodywork elements is allowed except for a hole in the side bodywork for an external starter in classes where permitted.

Materials:

Non-metallic; carbon fibre, Kevlar and glass fibre are forbidden, except in Superkart.

In all categories, if plastic is used, it must not be possible to splinter it and it shall not have any sharp angles as a result of a possible breakage.

10.3. Nose Cones

- a) CIK-FIA registered, breakaway type nose cones, or an exact equivalent as accepted by the Technical Delegate, must be used by all competitors in all classes.

- b) All classes must utilize CIK-FIA breakaway type mounting hardware.
- c) Neither the CIK-FIA mounting hardware, nor the nose cone may be re-enforced to the bumper, or to each other, using any external or internal means.

d) **Front Fairing (2003)**

It may under no circumstances be located above the plane through the top of the front wheels.

It must not comprise any sharp edges.

Its minimum width is 1,000 mm and its maximum width is the external width of the front wheel/axle unit.

Maximum gap between the front wheels and the back of the fairing: 150 mm.

Front overhang: 650 mm maximum.

The fairing must comprise on its front side a vertical surface with a minimum height of 80 mm and a minimum length of 300 mm located immediately above the ground clearance.

The fairing must not be able to hold back water, gravel or any other substance.

10.4. Side Panels and Pods

- a) In Formula A, Formula Super A, Formula C, ICA, ICA JR, ICC classes, side pods must not cut the plane through the top of the front and rear tires, nor extend beyond the plane through the outside of the front and rear tires with the front wheels in the straight forward position. In this case, a device to avoid entrance of water is allowed, which must have a minimum ground clearance of 2.5 cm.
- b) In all other classes, side pod or panels, when viewed from above, may extend laterally to a maximum of 2.5 cm. per side beyond the width of the rear tire assembly, provided that the overall width of the kart remains within the maximum allowed for the class. The side pods or panels must not cut the plane through the top of the front and rear tires. For side pods, in a wet race, a device to avoid entrance of water is allowed, which must have a minimum ground clearance of 2.5 cm.

c) **CIK-FIA Side Bodyworks (2003)**

They must under no circumstances be located either above the plane through the top of the front and rear tires or beyond the plane through the external part of the front and rear wheels (with the front wheels in the straight ahead position).

In the case of a "Wet Race", side bodywork may not be located outside the plane passing through the outer edge of the rear wheels in the Formula A, Formula Super A, Formula C, ICA, ICA JR, ICC classes

They may not be located inside the vertical plane through the two external edges of the wheels (with the front wheels in the straight ahead position) by more than 40 mm.

They must have a ground clearance of 25 mm minimum and of 60 mm maximum.

The surface of the side bodyworks must be uniform and smooth; it must not comprise holes or cuttings other than those necessary for their attachment and, in ICA JR, for the passage of the external starter shaft.

Gap between the front of the side bodyworks and the front wheels: 150 mm maximum.

Gap between the back of the side bodyworks and the rear wheels: 60 mm maximum.

No part of the side bodyworks may cover any part of the Driver seated in his normal driving position.

The side bodyworks must not overlap the chassis-frame seen from underneath.

On their outer side they must comprise a vertical surface with a minimum height of 100 mm and a minimum length of 400 mm located immediately above the ground clearance.

They must not be able to hold back water, gravel or any other substance.

They must be solidly attached to the side bumpers.

On their rear vertical surface close to the wheels there must be a space for competition numbers.

10.5. Steering Column Fairings

- a) Front fairings in all classes must be CIK-FIA type, conforming to CIK-FIA specifications.
- b) The steering column fairing must not extend above the horizontal plane through the top of the steering wheel.
- c) There must be a gap of 5 cm minimum between the steering wheel and the fairing.
- d) Maximum fairing width is 25 cm.
- e) Must not protrude beyond the front bumper.
- f) Must not impede the normal working of the pedals. -
- g) Must not cover any part of the feet in the normal driving position.
- h) Material(s) used in the fairing must be shatter and splinter resistant.
- i) **CIK-FIA Front Panel (2003)**

It must not be located above the horizontal plane through the top of the steering wheel.

It must allow a gap of at least 50 mm between it and the steering wheel and it must not protrude beyond the front fairing.

It must neither impede the normal functioning of the pedals nor cover any part of the feet in the normal driving position.

Its width is 250 mm minimum and 300 mm maximum.

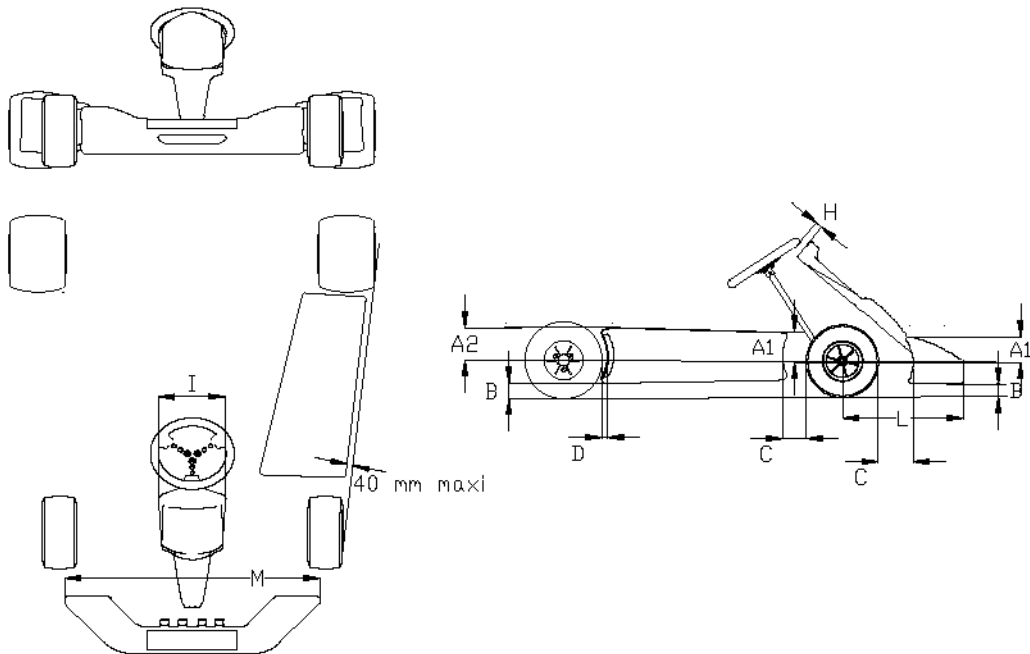
Its lower part must be solidly attached to the front part of the chassis-frame directly or indirectly. Its top part must be solidly attached to the steering column support with one or several independent bar(s).

A space for competition numbers must be provided for on the front panel.

10.6. ASN Belly Pan

A full floor or belly pan is allowed providing it is within the area inside the main frame rails, is no higher than the centre of the rear axle, and terminates at least 16" from the front of the rear axle.

10.7 CIK-FIA Bodywork Specifications (2003)



CODE	Cotes en mm / Dimensions in mm	Limite/Limit	Commentaires/Comments
A1	Inférieur au rayon de la roue avant <i>Less than the front wheel radius</i>		Avant / Front
A2	Inférieur au rayon de la roue arrière <i>Less than the front wheel radius</i>		Arrière / Rear
B	25 60	Minimum Maximum	Pilote à bord / Driver on board Pilote à bord / Driver on board
C	150	Maximum	
D	60	Maximum	
H	50	Minimum	
I	250 300	Minimum Maximum	
L	650	Maximum	
M	1000 Largeur extérieur du train avant <i>External width of the front track</i>	Minimum Maximum	