



Category C9 - Kart Junior- 6 - 15 Years

1. Definition

A: The C9 category allows vehicles whose chassis / frames come from karts with engines or are approved by the **Fédération internationale de Speeddown** and comply with the provisions of these regulations. The karts must have a rigid axle and no ballast is permitted.

B: Copies of individual parts are not permitted. There are only components from registered companies which on the one hand are liable for their products and on the other hand offer complete vehicles and their individual parts on the market for everyone.

2. Dimensions

No changes may be made to the chassis / frames.

wheelbase	Max. 1100 mm	
width (front)	Max. 1200 mm	
width (rear)	Max. 1400 mm	
chassis clearance	Min. 20 mm	Max. 80 mm
rims	5 "	
bearings (front)	inside-Ø min 17 mm	
bearings (rear)	inside-Ø min 25 mm	
tire (front)	Max. 10 x 4.60-5	
tire (rear)	Max. 11 x 7.10-5	

3. Weight

The maximum permissible total weight, including the driver and the complete racing equipment, is defined in the general vehicle building regulations.

The FISD reserves the right to grant a special authorization to exceed a maximum of 10%.

4. Ballast

No ballast is allowed in this category.

5. Chassis / Frames

The frame must be made of tubular steel and must not be modified. Fibre-reinforced plastic material and light metals are not allowed. No sharp edges or pointed ends are permitted. All individual parts of the frame must be firmly connected to one another.

All drive elements must be removed. (motor, pinion, etc.). The fuel tank can be used as storage space.

The use of suspension elements, complete suspension or similar systems are not permitted.



The tube bumpers (front and rear) and the brackets for the bodywork must be firmly connected to the frame (Screw or quick fastener). The recommended dimensions correspond to the standardized specifications of the kart manufacturers, these are \varnothing 16mm at the front and \varnothing 20mm at the rear.

The frame must have a metal base plate that extends to the outer frame tubes and is firmly screwed to the frame. Welded connections are not permitted. The base plate must at least completely cover the area between the seat and the front tube, as well as the outer frame tubes. A continuous base plate between the front and rear tubes is permitted.

6. Steering

The steering must be built in a typical kart style. This consists of a steering column, fixed and metallic steering rods and must be operated with a steering wheel. All screwed steering elements must be secured with lock nuts.

7. Bodywork

Front spoilers, front fairing and side boxes that have been homologated by the CIK / FIA must be installed. Even after the CIK / FIA homologation has expired, they can be used for speeddown races.

The outside of the side boxes must be in line with the rear and front wheel. The deviation may be max. \pm 2 cm. This rule does not apply to fitted rain tires.

A tubular steel or plastic rear bumper must be attached to the frame. Plastic bumpers must be homologated by the CIK / FIA. Even after the CIK / FIA homologation has expired, the rear bumper can be used for speeddown races.

8. Seat

Only seats from motor kart racing are permitted. The seat must be adjusted to the dimensions of the driver, who will keep him / her in a fixed position during the run. Kart seats with headrests are only permitted if they are homologated in accordance with CIK / FIA (Test Specification for Karting High Seats). The homologation is still valid even after the CIK / FIA approval for speeddown races has expired.

9. Tires

Only tires from motor karting are permitted. Except for normal wear and tear, no changes may be made to the tires. **The air pressure must not exceed 3.0 bar.**

10. Rear axle

The rear axle must be in one piece (rigid axle) and made of magnetic steel. Solid axles must not be less than 25 mm in diameter and hollow axles of 30 mm over the entire length. 2 ball bearings are sufficient for storage. These are to be attached to the frame with standard bearing shells from motor karting. **The rear wheels must be rigidly attached to the rear axle with wheel stars and axle wedges. Rear wheels mounted independently of the rigid axle are prohibited.**



11. Brakes

The brakes on one axle must always act on both wheels. Only foot-operated hydraulic or mechanical disc brakes are permitted. The rear axle must always be braked. The brake disc of the rear rigid axle must be rigidly attached with a mount and axle wedges and have a diameter of at least 150 mm and a material thickness of at least 2 mm. A front brake is also permitted. The power transmission from the brake pedal to the brake cylinder takes place by means of a linkage, which must be additionally secured with a tensioned safety rope made of steel wire. The safety rope must not have any slack. The brake pedal must not protrude beyond the bumper when it is operated.

The pedal and seat position must be adjusted to the driver in such a way that full braking can be carried out in a normal sitting position without the leg being fully stretched during full braking. The brake pedal can be lengthened with pedal attachments or changed in position with adapters attached to the frame.

12. Lubrication and power units

Any lubrication and power units are prohibited on the vehicle.

13. Specific racing equipment

The provisions of the document “**General FISD Regulations**”, **Section II, Item B** apply. In addition, wearing a neck brace (as in kart racing) and rib protection are mandatory in this category. Only commercially available products from kart racing are permitted for rib protection (no self-made products).

14. Start number

The start number must be in accordance with the document **General FISD Regulations Section II, Item I**.

15. Towing the vehicles

According to the document **General FISD Regulations Section II, Item F**.

16. Sanctions

Failure to comply with these regulations results in the exclusion from the race, without the possibility of special permits in the event of a FISD race.



17. History - Changes

First official edition approved on the occasion of the general meeting (GM) in Predappio on November 5th, 2011. Adjustments and approval on the occasion of the GM on November 11, 2012 in Wittinsburg:

- Item 9: No more changes may be made to the tires.

Adjustments and approval on the occasion of the GM on October 25, 2014 in Oberwiesenthal:

- Item 5: Chassis - Attaching protective shields.
- Punkt 11: Brakes - Brakes at the front are now also permitted.

Adjustments and approval on the occasion of the GM on November 7, 2015 in Stoumont:

- Item 2: Clear definition that no changes to the frame are permitted.
- Item 5: Adaptation of the map definition based on the FIA specifications

Adjustments and approval on the occasion of the General Meeting of November 13, 2016 in Viu:

- Item 8: headrest
- Item 13: Introduction of rib protection