



TECHNICAL Regulations

Class: DRS100

Sole UK Importer: Andy Cox Racing Ltd (ACR), otherwise to be known as the Daniel Ricciardo Series (DRS) in these technical regulations. Registered address - Lissone House, Harris Business Park, Bromsgrove, Worcs, B60 4DJ. Tel: 01527 889595

Introduction:

DRS100 is a one make chassis and engine category for an economic level entry to Junior karting.

In the U.K the Daniel Ricciardo Series will be managed by DRS Ricciardo Kart Sole UK Importer Andy Cox Racing Ltd (ACR).

Brand-new DRS Ricciardo Kart are supplied complete with a BMB engine. The driver may then also purchase a second BMB engine and register it with the DRS Ricciardo Kart already fitted with a BMB engine on the DRS database.

BMB engines must always remain sealed as supplied. Only ACR Ltd or the DRS Motorsport UK eligibility scrutineer may remove the engine seal for inspection or if an engine rebuild is required. If a seal does not correspond with the one listed on the DRS database, the competitor will be DSQ. If an engine is ever found in an unsealed state it will be required to be checked for compliance before it is allowed to be used for racing in the Daniel Ricciardo Series (This may not be able to be done at a Daniel Ricciardo Series race meeting).

1.0 Specific Equipment:

1.1 The only Karts eligible for competition will be DRS Ricciardo fitted with the DRS sealed BMB EKJ 100cc engine imported into the UK by DRS. Karts and engines will be registered at the point of purchase and the engine(s) will be sealed and registered on the DRS UK database.

1.2 Only one person can own one DRS Ricciardo kart at any one time and this kart can only be raced by them. Their details will be listed on the DRS UK database with their corresponding chassis/engine serial number combination.

1.3 A DRS Ricciardo kart is only valid to race in the DRS UK Series if it is listed on the DRS UK database. Each DRS Ricciardo kart is given a racing number at the point of sale, and this must be used and stay with this kart at all times except when a driver achieves a seeded number between 1 to 9.

- 1.4 If an owner sells their DRS Ricciardo kart the owner should contact the DRS office info@danielricciardoserie.com and confirm the kart has been sold and pass on to the new owner a receipt. The DRS Ricciardo kart should then be re-registered by the new owner and only with both these notifications will the kart be re-instated on the DRS UK database.
- 1.5 If a DRS Ricciardo kart owner sells their kart at any point, that DRS Ricciardo kart may never be owned or raced by them again.

2.0 Chassis

2.1 Single make DRS Ricciardo chassis manufactured by Birel ART, Italy and must always conform to the original manufacturer's specification. Each chassis, engine and serial numbers are registered on a database at point of purchase with the DRS UK Importer.

2.2 The DRS UK scrutineer reserves the right to seal the chassis frame at any point during an event.

2.3 Only one chassis is permitted, however if a chassis incurs damage during a DRS UK event, if there is not enough time for DRS UK to perform a repair at a cost, or if the DRS UK scrutineer deems the chassis unusable, then subject to availability, DRS UK can provide a complete DRS Ricciardo kart for a hire cost of £295.00 + VAT.

2.4 The competitor can then use the replacement DRS Ricciardo Kart for the remainder of the event having confirmed the loan DRS details with the DRS UK Series scrutineer.

2.5 Damaged or bent frames can only be straightened by ACR Ltd using the Official DRS series chassis jig to verify its compliance. If it is deemed non-repairable or bent to such a degree that it could be unsafe then a new bare frame must be purchased, and the damage frame surrendered to ACR Ltd to be destroyed. ACR Ltd will always try to help and make every effort to carry out an appropriate repair or straightening of the frame, but ACR Ltd decision will always be final if a new frame is required.

3.0 CHASSIS MODIFICATIONS ALLOWED: Unless it says you can do it you cannot!

3.1 Only Freeline standard parts with the DRS Ricciardo DRS logo supplied with the standard DRS Ricciardo kart can be used. Freeline spare parts line may be used and only supplied and purchased from DRS UK. Parts must be and remain as always supplied.

3.2 Floor tray part no 20.4492.10 must be used. It is however permitted to fit the Official Ricciardo Kart floor tray sticker only part no. 20.13968.04

3.3 Original kingpins, washers and nuts must be used. The castor angle of the frame must be as standard – any chassis found to be modified will be banned immediately from the DRS Series. The central castor bushes may be changed to use only the original DRS Ricciardo castor bush's part numbers 20.1587.06 (0.5mm) and 20.0171.06 (1.5mm).

3.4 Only Free Line pedals may be used part no: 10.5973.00NE, 10.5974.00NE, Pedal grips and heel stops may be added. Only Freeline footrest bar 10.9133.00. bl or ne or Freeline pedal relocators 10.9802.00 are permitted. Universal pedal cylinders or pedal grips may be used.

3.5 The Throttle cable may be replaced. On the brake pedal a secondary safety cable must be fitted between the brake pedal and master cylinder, this cable must have a minimum diameter of 1.8mm.

4.0 Steering

4.1 Steering wheels part no: Riccardo steering wheel 10.2900.00-DR, steering boss 20.10173.10-NE and steering wheel wedge 20.12348.18N. The DRS Riccardo Steering column part no 10.0780.00 or 10.7297.00-CR which must be fitted with a safety steering column retainer ring, any device mounted on the steering wheel must not protrude more than 20mm from the plane forward of the steering wheel and must not have sharp edges.

4.2 DRS Riccardo / Freeline track rods part no's 20.3510.10NE. Only DRS Riccardo stub axle's part numbers 10.12452.00 and 10.12451.00 must be used with a minimum of 40mm of wheel spacers on the inside of the wheel at all times using 3 x 10mm spacers and 2 x 5mm wheel spacers.

5.0 Brakes

5.1 Only the Freeline DRS Riccardo self-adjusting brake system 10.11250.00 must be used. Only Rear brake pads part no: 10.11019.00 inscribed Freeline/ Riccardo DRS may be used. DRS Riccardo brake disc carrier part no. 10.7189.00-NE and rear brake disc part no. 20.8997.06-ZN.

6.0 Axle and hubs

6.1 Only the hollow 40mm x 1040x 3mm rear axle with DRS Riccardo logo (part number 20.11425.06 M /8150.06.09 M) is permitted AND MAY NOT BE MODIFIED IN ANY WAY.

6.2 Only DRS axle plastic hub spacer may be used – it is not permitted to put a jubilee clip or any other device on the axle.

6.3 Rear hubs 100mm long only part no: 10.6944.00ne with DRS Riccardo logo.

6.4 Ride height, front and rear track widths may be adjusted. The rear track and rear hubs may be adjusted to a maximum overall width of 140cms.

6.5 Other kart adjustments are allowed if no parts are added or replaced (unless otherwise allowed in this section). For the front track, original spacers may not be replaced, added, or removed.

6.6 The spacers can be moved from the inside to the outside of the wheel and vice versa for adjustment. Each kart must have three DRS Riccardo 10mm width spacers and three 5mm width spacers per stub axle with a minimum of 40mm spacers are always used on the inside of the front wheel.

6.7 Bolts, nuts, and washers may be replaced in non-performance items only. Enforcement and interpretation of this rule is subject to the absolute discretion of the DRS UK scrutineer. No lightweight titanium or aluminum bolts are allowed. The original mounting holes of the chassis or any component of the kart must be preserved in size and original fitting and must not be altered in any way.

6.8 The axle may be drilled to secure and locate an axle grub screw; however, such a drilling must result in a blind hole only. No other modifications allowed. All items, except as stated otherwise in this section, must remain as Easykart or DRS Riccardo Original equipment and no items may be removed or added. No exceptions. For illustration purposes, the following items may not be altered or substituted: Axle, hubs, bearings, stub axles, wheels, brake system, chassis, steering column, track rods, engine, clutch, exhaust.

7.0 Bumpers

7.1 Front chrome bumper part no 10.11839.00cr.

7.2 Only the plastic Freeline rear pod protection system part code 10.8742.00NE may be used or the rear chrome UK bumper 10.7149.00 with lower bumper bar can be used. Only the CIK front pod KG 507 can be used.

8.0 Seat

8.2 Seat may be replaced. Original fiberglass Birel seat or Freeline seat may be used or Tillett seat models T5, T7 T8, T9 T10, T10CD or T11, T11CD and T12 but only in Standard rigidity form. Carbon fiber or Kevlar or luminous colored seats are prohibited.

8.3 The seat must be rigidly located on the chassis and designed to securely locate the driver, without movement relative to the chassis when cornering or braking. All seat anchor points must have metal or nylon reinforcement at all the anchorage points between the chassis seat supports. These reinforcements must have a minimum thickness of 1.5mm and a minimum diameter of 40mm.

9.0 Bodywork

9.1 The use of body work is mandatory and must always comply with Motorsport UK section U drawing 6 quadrilateral regulations.

9.2 Only the Freeline Evo side pods 12/17 parts no 20.10601.18BA in white can be used.

9.3 Only the CIK KG 508 front panel can be used. Only the CIK front pod KG 507 can be used and must be fitted in the correct mounting position as per MSUK drawing 6.

9.4 MSUK regulation 17.5.5 applies to the front pod KG 507, however no time penalties will be applied for an incorrectly positioned front pod during or after racing.

9.5 The race director, however, may issue a driver a mechanical flag during a race under the grounds of safety and a completely detached front pod during or after racing will be penalized for non-compliance.

9.6 The Freeline bodywork may only be mounted on chrome-plated support bars part no's 10.10690.00cr, 10.10691.00cr and must be supplied by DRS UK. The bodywork must be mounted onto the original unaltered mounting points on the chassis. The chrome plated pod support bars may be trimmed to ensure the side pods meet the Motorsport UK quadrilateral regulations drawing 6 section U.

9.7 Bodywork that is deformed or split must be replaced under the grounds of safety and is at the discretion of the DRS UK scrutineer.

10.0 Transmission and Chain and sprockets

10.1 The drive must be direct so that the crankshaft and rear axle is connected with a single piece of chain. Only CZ Chain gold 219 chain may be used. CZ O ring chains are not permitted. Only the Freeline chain guard is permitted. The chain guard must be used to cover the top and both sides of the exposed transmission chain and sprockets and extend to at least the lower plane of the rear axle. It is permitted to cut a hole in the chain guard to allow an emergency starter gun to access the sprocket crank nut in case of starter battery failure.

10.2 DRS UK will announce via www.danielricciardoseries.com or Instagram or Face book page a specific rear sprocket for each circuit and event. Competitors may only use this specific sprocket. Only plastic/nylon sprocket protectors may be used. The only Sprocket carriers to be used are Freeline or DRS Ricciardo part no's: 10.10322.00NE

10.3 The Front sprocket may be changed on the DRS BMB 100 EKJ using a 11 -tooth only part number 20.9449.06

11.0 DRS Ricciardo ignition system and starter battery.

11.1 The DRS "S" ignition system must be used along as supplied with only the Freeline Lipo battery allowed to be used.

11.2 The Freeline battery must be located in the bracket along with the stop and start button, the support must be mounted on the brake side of the chassis in the original support mounting supplied with the S ignition.

12.0 Data loggers and Cameras

12.1 Devices for recording and displaying data are limited to engine rpm, speed, lap times, G lateral forces, and engine hours. Devices can download data to a laptop for analysis while the kart is stationary but cannot use telemetry (wire-less transmission from the kart directly to the pits or anyone else while the kart is running). Such data can be requested and must be made available for analysis by the DRS UK scrutineer at any point. Brake, steering or throttle sensors are not permitted to be used.

12.2 During DRS race or practice events, radio communication with the driver while racing, practicing, or qualifying is prohibited.

12.3 Go Pro Cameras or similar type cameras are permitted to be used on Official DRS Saturday practice and DRS race day. The camera and case combined must not exceed 200grams in weight.

12.4 Such cameras are only allowed to be mounted on the front panel below the front number plate. The manufacturers mounting clamp and case should be used and ideally it should be drilled and bolted to the front panel. It is never permitted for any driver to mount a camera to their crash helmet or body in any other position on the kart.

12.5 Any video footage captured on such a camera during a DRS race may not be used in any appeal as evidence or as a complaint against another competitor.

13.0 Tyres and Wheel rims

13.1 : Slick Tyres:

13.2 Only the “VEGA SL4 ACR “SLICKS may be used. Size front 10X4.60-5 rear 11X7.10-5 0.5 and only with a printed bar code.

13.3 Each competitor is only allowed one set of slick Tyres per round; the bar code of each Tyre must be recorded and submitted on the DRS scrutineering card at pre-race scrutineering.

13.4 In case of a puncture a maximum of one front and one rear replacement Tyres are allowed per round. It is the competitor’s responsibility to make sure the DRS UK scrutineer inspects a faulty Tyre before they leave the Parc Ferme area.

13.5 If a competitor leaves Parc Ferme without the DRS UK scrutineer inspecting the faulty Tyre then no extra Tyre will be allowed after the kart has returned to the pit area.

13.6 Once the Tyre has been inspected a replacement “marked” Tyre will be provided by the competitor – new or used.

13.7 Only the Freeline aluminum slick rims 130mmCH front and 210mm rear DH part number 5550.00.91NE are allowed.

13.8 Wheel rims must be **black** in color for dry slick rims.

13.9 Slick Rims maybe re powder coated using the **RAL 9005 black** paint.

13.10 Tyre shaving or truing or treating or adding any Tyre softener compounds of any kind to the surface of the Tyres are prohibited. Tyre warming blankets are also not permitted.

13.11 Tyres can only be purchased from Andy Cox Racing Ltd.

13.12 Rain Tyres: “EasyKart” Tyres sizes front 11x6-5 and rear 11x5-5

13.13 Only the Freeline aluminum rain rims 120CH front and 180mm DH rear part number 5550.00.49 are allowed, and these rims must be in CHROME ORIGINAL FINISH.

13.14 An air box water repellant scoop may be added but only if the track is declared wet. No other modifications or additions are allowed for wet conditions.

13.15 For safety reasons the minimum wet Tyre tread depth at the start of a race will be 2mm.

13.16 The number of wet Tyre sets allowed to be used is free, however we would like all competitors to respect the etiquette and ethos of DRS UK.

14.0 Ages

14.1 DRS100 Junior drivers can start racing from 12th years old until the 31st December of the year in which their 16th birthday is achieved.

14.2 A DRS Arrive n Drive Cadet driver may transfer to the DRS100 Junior class in the year they attain their 12th birthday, however a DRS cadet driver must have completed at least six DRS DRS40 or DRS50 cadet races and must have passed their ARKs driving test and have an MSUK Interclub license.

14.3 DRS100 drivers must meet a minimum driver weight of 41kg including racing suit, rib protector, gloves, boots and helmet.

15.0 Weight

15.1 The minimum weight limit for DRS100 Junior = 142 kgs

15.2 This is the combined weight of driver, kart, and engine with the kart in complete racing trim, as at the end of each time qualifying, pre final or main final(s).

15.3 If it is necessary to use ballast to achieve the minimum weight, no installation of ballast, be it a single ballast or combination of ballast, may exceed 5KGS each.

15.4 All ballast must be fixed by at least two nut and bolt mechanical fixings.

15.5 A maximum of 4kgs may be attached to the floor tray panel.

15.6 After a kart and driver have completed either time qualifying, heat, pre final or Grand final or "B" final it is not permissible to alter the weight of the kart or driver in any way before being weighed. The driver must have their crash helmet, rib protector, gloves, boots, and suit as they raced with them. If a driver and their kart leaves parc ferme without being weighed after being asked to then they will be excluded from that qualifying session / heat, pre final or Grand final or "B" final.

16.0 : Helmets, racing suits and driver's equipment.

16.1 Drivers must always wear a full-face crash helmet when on track. Racing suits, rib protector gloves and racing boots that cover at least the ankle must also be always worn on track and are obligatory Motorsport UK regulation K10.3.1

16.2 Rib protectors are obligatory.

16.3 Any long hair must be tied up and worn inside a balaclava or race suit. If a wet suit or wet gloves are worn these must be worn on top of and in addition to the drivers race suit and gloves.

16.4 Helmets, gloves, suits, and boots must comply with the specific requirements by Motorsport UK regulations K10.3.1, U.13.3 and U13.4

16.5 Please refer to and comply with these specifications and listings of driver's equipment when purchasing or wearing your driver's equipment. Drivers under 15years old may only use helmet standard Snell-FIA-CMR2007 or Snell-FIACMS2007 or CMS2016.

16.6 If your driver's equipment does not comply you will not be permitted to race.

17.0 : DRS BMB 100 EKJ ENGINE

17.1 All DRS BMB 100 EKJ engine rebuilds can only be carried out by Andy Cox Racing Ltd.

17.2 During an Official DRS UK event weekend including all sessions in Free practice on Saturday the correct designated engine must be used with the correct corresponding chassis and engine and seal number.

17.3 DRS UK (Andy Cox Racing Ltd) reserves the right to inspect any DRS100 BMB engine during free practice on a Saturday or on a Sunday at a DRS UK event. DRS UK can also request a re-call of any engine to its headquarters at Lissone House, Harris Business Park, Bromsgrove B60 4DJ. The owner may bring or send the engine via courier at their cost. The inspection is free of charge however it is the owner's responsibility to collect or pay the courier cost to have their engine returned.

17.4 The definition of engine rebuilds to be carried out by Andy Cox Racing Ltd only, is defined as replacement of individual engine parts such as the Piston and or ring, small end bearing, piston pin, oil seals, gasket set, main bearings, con rod, big end bearing or crank pin.

17.5 All engine parts changed in engine rebuilds are catalogued by DRS UK on an engine job card. Measurements and parts compliance are also recorded. The piston sizes are stamped or printed on the crown and relate to the appropriate bore size to which they are fitted.

17.6 The piston sizes are recorded on the DRS UK engine service job card and the DRS UK database. The range of BMB pistons available are:

50.82,50.86,50.88,50.90,50.92,50.94,50.96,50.98,50.99,51.00

17.7 The piston ring must always remain free in movement on the piston.

17.8 Any engine found with parts that do not match the engine service history, or the piston size fitted, or measurements and compliance recorded by DRS UK on the engine service job card and DRS100 database will be excluded from the event and from the Daniel Riccardo Series.

17.9 No modifications allowed: Unless it says you can do it you cannot! No modifications allowed: Unless it says you can do it you cannot!

17.10 The engine is the DRS BMB EKJ engine and is made by birelART. Each engine and chassis combination number are registered on a database point of purchase with the DRS UK Importer. Therefore, the chassis and engine must remain and be always used together. The engine may be removed from the chassis for cleaning or for engine rebuilding and replacement of the engine parts. If the registered DRS kart was originally supplied with a BMB engine the owner may purchase a second BMB engine at any point.

17.11 Apart from the BMB Official logo no other stickers or badges must be attached to the engine or air box whatsoever.

17.12 Two engines are permitted during a DRS race weekend. In case of engine total failure during a DRS UK race event, DRS UK may repair the engine at a cost to the competitor. If there is insufficient time to make the repair, a loan engine will be provided for a hire fee of **£295.00 + VAT by DRS UK to enable the competitor to complete the event.**

17.13 The hire or loan engine serial number should be notified to the DRS scrutineer and permission sought and granted by Mr Andy Cox or the DRS scrutineer only before the competitor competes in, the next qualifying session, heat, pre final or Grand final or "B" final.

17.14 If an engine is ever deemed unrepairable and can never be used again then an application for a replacement engine may be made in writing to the DRS UK importer.

17.15 The original engine must be surrendered to DRS UK and a replacement engine will be exchanged at the current RRP price. The engine and chassis database will then be amended.

17.16 The crankshaft either ignition side or clutch side, crankcases, cylinder, and cylinder head are all exchange parts, these shall be surrendered to DRS UK if replacements are required due to irrevocable damage or in the case of the cylinder if maximum bore is achieved over a reasonable time from new.

17.17 If an engine is deemed illegal by post-race scrutineering DRS UK reserves the right to cancel and remove that DRS engine and chassis from the DRS UK database in blatant cases. This will render the DRS Ricciardo kart unusable in the Daniel Ricciardo Series in the UK.

17.18 The engine(s) will be in a sealed state and shall always comply with the DRS BMB EKJ100 engine fiche. The DRS UK scrutineer reserves the right to break or re seal the engine at any point during an event. No modifications are allowed to the engine other than changing the engine parts during rebuilding of the engine. All parts of the engine must remain genuine BMB and are only available and must be purchased through DRS UK.

17.19 For illustration purposes, no component may be removed, added, altered, or moved. All engine castings must be as per factory specifications. No modification, alterations, or adjustments are allowed to the engine or the timing components.

17.20 At any point during a DRS event the DRS UK scrutineer reserves the right to ask any competitor to surrender their engine or ignition stator or coil in exchange for another engine, ignition stator or coil belonging to DRS UK for either Time qualifying, heat, pre final or Grand final or B final.

17.21 Whilst the loan engine or ignition stator or coil is fitted the DRS UK scrutineer will retain the competitor's original engine or ignition stator or coil until such times during the meeting when the DRS UK scrutineer requests the return of the exchange engine or ignition stator or coil.

18.0 Spark Plugs

18.1 The Spark plug must be the Freeline spark plug part no: 10.6842.00. No other brand or type of spark plug is permitted.

18.2 The Spark plug lead must remain original. A replacement spark plug cap may be fitted. The spark plug single sealing washer must always remain in place. If the sealing washer is missing or multiple sealing washers are found the competitor will be excluded from that qualifying, heat, pre final or grand final or B final.

18.3 Spark plug temperature sensors are not permitted.

19.0 Carburetor “Force Majeure”

19.1 Due to “Force majeure” there are now two Carburetors that can be **used with the DRS100 BMB EKJ Engine**. The Tillotson HL397A fixed jet – however this carburetor is now discontinued. The Tryton HB24 carburetor can now also be used and must be the BMB blue anodized version.

19.2 Carburetor and intake passages must be completely standard, no polishing or matching or drilling allowed.

19.3 Only an original manifold carb gasket must be used, multiple gaskets prohibited. No component may be removed, added, altered, or moved.

19.4 The only Tillotson fulcrum /pressure spring allowed is 24B299X these must remain in original length and must not be stretched or altered in any way. The only fulcrum/ pressure spring allowed for the Tryton is the R51.

19.5 The only service replacement diaphragm and gaskets set to be used are the Tillotson DG-1-HL and/or the Tillotson Full repair kit RK-117HL. The only service replacement diaphragm and gasket set to be used with the Tryton carburetor are the R215 and R216 kits.

19.6 Only the following carburetor Tillotson fixed high jets will be allowed 83,84,85,86,87. The carb jets on the Tryton carburetor are both fully adjustable and settings free.

19.7 No modification to the main jet or the low jet is allowed.

19.8 It is permitted for the carb jets to be adjusted on the DRS100 BMB EKA Engine whilst the kart is in motion.

19.9 No tools may be fitted to adjust the low jet while operating the kart.

20.0 : Air Box

20.1 Freeline air box model AL22PS BLACK COLOUR ONLY must remain as manufactured. No modification allowed. Nothing may be added or removed inside the air box.

20.2 The air box must remain in its original state; the trumpet gauze covers may be run or removed.

21.0 : Exhaust

21.1 Exhaust Pipe, exhaust bend and flex must remain as manufactured as in the DRS BMB engine fiche. Exhaust flex length may be altered however the original noise proof orange wadding must always remain around the flex.

21.2 An additional exhaust end must be fitted to the end of the exhaust pipe to reduce noise. No other modifications are allowed. A Safety wire may be used to prevent components from coming loose if they do not enhance performance. At all times the end of the exhaust pipe must not cross the quadrilateral line of the rear bumper or rear pod or rear wheels.

21.3 At any point during a DRS race the DRS UK scrutineer reserves the right to ask any competitor to surrender their exhaust bend or exhaust pipe in exchange for another exhaust bend or exhaust pipe belonging to Daniel Ricciardo Series for either Time qualifying, heat, pre final or Grand Prix or "B Final"

21.4 Whilst the loan exhaust bend or exhaust pipe is fitted the DRS UK scrutineer will retain the competitor's original exhaust bend or exhaust pipe until such times during the meeting when the DRS UK scrutineer requests the return of the exchange exhaust bend or exhaust pipe.

21.5 DRS100 BMB EKJ engine is only permitted to use one exhaust original exhaust gasket.

21.6 It is only permitted to use the "EASYKART" unpainted exhaust pipe with the DRS100 BMB EKA engine. It is not permitted to paint the "EASYKART" exhaust pipe.

21.7 It is forbidden for exhaust pipes or exhaust bends to be cleaned out with any type of acid.

21.8 Exhaust temperature sensors are not permitted.

22.0: Fuel, oil, and Fuel Tank

22.1 The fuel used must be 97 to 99 RON Super unleaded petrol of the type on sale to the public mixed with the Official 2 stroke oil lubricant EasyKart made by EXCED part no 40.6891.00.

22.2 The fuel and oil must be mixed at the ratio of 20:1 = 250ML of Easykart Oil to 5 Ltrs Super unleaded 97 to 99 RON petrol.

22.3 It is not permitted to run any other type of oil particularly any full castor type of oil. The DRS UK Scrutineer reserves the right to exclude the driver from that qualifying, heat, pre final or Grand final or "B" final their suspects or finds evidence that a full castor oil has been used.

22.4 No additives are allowed. ONLY the original Freeline fuel pipe and Freeline inline fuel filter part no 40.6653.00 must be always used. The DRS UK scrutineer reserves the right to inspect or ask the competitor to change their fuel filter at any time.

22.5 At any point during an DRS UK event the DRS UK scrutineer reserves the right to request a competitor to change his/her fuel or fuel and petrol tank whilst still in Parc ferme either after official practice, time qualifying, heat, pre final or Grand final or "B" final.

22.6 Upon this request the competitor will be supplied with premixed fuel from DRS UK and their kart will not be permitted to leave parc ferme until the next race. The DRS scrutineer will then escort the competitor to their next qualifying, heat, pre final or Grand final or "B" final.

22.7 Fuel tank: Must be the original tank as supplied with the DRS Ricciardo kart with only Ricciardo kart fuel sticker allowed. Or the 5LTR KS003T-INS smaller fuel tank is also permitted to be used.

23.0 : Race Numbers

23.1 Race numbers must be shown on all four sides of the kart.

23.2 DRS100 Junior: Background colour yellow with Official DRS or FL black numbers.

23.3 DRS100 Junior Novice: Background Official black colour backgrounds with Official DRS white numbers.

23.4 The race number of a competitor DRS Ricciardo kart is assigned at the point of sale and is to be always used for the life of the kart.

23.5 Numbers 1 to 9 are seeded numbers and can only be used by the driver attaining them in the previous year's DRS Daniel Ricciardo Series.

24.0 : INFRINGEMENT OF DRS UK TECHNICAL REGULATIONS

24.1 If a DRS Ricciardo owner/competitor is found to break or not comply with any of the technical regulations listed above and for whatever reason, then the following penalties or actions are available for the DRS UK scrutineer as a judge of fact to impose with no appeal, protest or any legal compensation from the competitor allowed against his decision:

- a) Exclusion from time qualifying, heat, pre final or Grand final or B final.
- b) Exclusion from the DRS UK meeting.
- c) Exclusion from the DRS UK Series.

24.2 In cases of blatant cheating and with consultation from the DRS UK scrutineer, DRS UK can ban a competitor for life and remove the competitor's DRS Ricciardo kart from the DRS UK database deeming it unusable in the DRS UK Series.

DRS Ricciardo Chassis and engine documentation must be made available to the eligibility DRS UK scrutineer or DRS UK upon request.