



RALLYSPORT ASSOCIATION

CrossKart Challenge Regulations 2023/24

2023 Class Structure

Class 13: 600cc CrossKarts

Class 14: 601cc – 850cc CrossKarts

Class 15: 1000cc CrossKarts

XKC – General Information 0.0

Crosscar is a single seat rear wheel drive vehicle built according to the following specifics:

Vehicles with four - wheel drive and all types of (turbo, compressor etc.) are all prohibited.

Only homologated chassis from recognised manufacturers are permitted for competition.

Automatic or half automatic gearboxes are allowed only to drivers with a disability, in all other cases the mechanical gearbox is compulsory.

It is permitted for the organiser to make redactions or changes to the rules during an active season if it is necessary from a safety standpoint or other important reason.

It is always the responsibility of the competitor to make sure that his/her vehicle satisfies all rules and regulations during all competition.

The organisers, competition leaders, judges or technical inspectors are not allowed to make exemptions from the standing rules and regulations for any reason.

Re-Runs are only applicable when a run is terminated by the organisers or marshals.

All classes are for adults only. Minimum age of driver is 17 years of age.

All vehicles must display any provided championship sponsors logo in two clearly visible locations on the vehicle.

The Rallysport Association
61 Mullantine Road,
Portadown,
Co. Armagh,
BT62 4EJ
Tel: 028 38 39 33 44



XKC – Scrutineering 0.1

Inspection:

Before competition all vehicles must undergo an inspection.

The scrutineering shall make sure that all components to the vehicle do not have any damage that compromise the safety.

Specific attention shall be made on any cracking in the frame or cage.

If the vehicle does not fulfil the technical demands or features damaged components that compromise safety, that vehicle is not allowed to participate in the competition.

The drivers overalls shall be presented by the driver during scrutineering and be found clean and free from oil stains.

Required personal safety wear includes:

Fire Retardant Overalls (Mandatory)

Helmet (Mandatory)

HANS Device (Recommended)

Race Boots (Recommended)

Race Gloves (Recommended)

XKC – Scrutineering 0.2

Noise:

All vehicles must conform to the 105DB (A) noise limit when tested at a static noise test conducted 1 metre from the exhaust outlet and at a 45-degree angle. (7000 RPM)

All vehicles must be fitted with an exhaust silencer. The minimum length of the exhaust silencer sleeve must exceed 280mm. The outlet diameter must not exceed 61mm.

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XKC – Personal Safety Wear 1.0

Helmets:

Helmets bearing one of the under mentioned 'standards' may be approved subject to condition when presented at scrutineering:

Snell SA2005

FIA8860-2004

Snell SA2010, SAH2010, FIA 8858-2010 and SA2015

FIA 8860-2010

FIA 8859-2015

Snell standards can be verified by either a self-adhesive or cloth label.

XKC – Personal Safety Wear 1.1

Race Suits/Overalls:

Clean FIA Approved Fire-Retardant race suits, must be worn.

Acceptable standards:

FIA 8856-2018

FIA 8856-2000

FIA 1986 Standard

The marking that states that the overall is FIA approved shall be embroidered on the backside of the collar and shall include the name of the maker.

CIK classed overalls (Karting Suits) are prohibited in all competing classes.

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XKC – Vehicle Safety Equipment 2.0

Seat Belts:

The seat belt should be minimum a 5 -point belt.

There shall be no common connection point for the belts.

The fastenings for the belts shall be in proper dimensions and connected to the vehicle's chassis with minimum 8mm bolts.

Alternatively a welded loop connection can be used.

The seat belt shall be mounted so that all the angles are correct.

Seatbelts shall be marked with FIA homologation and expiry date labels.

It is permitted to wrap the belt around the pipes behind the seat.

The seat belt shall be used in compliance with the manufacturer's instructions and manuals.

Belts should be exchanged after a big collision.

The belt shall be exchanged when metal parts are deformed, damaged by corrosion, if the fabric is damaged, stretched or weakness by chemicals or sunlight.

XKC – Vehicle Safety Equipment 2.1

Driver's Seat:

The seat must be FIA approved and must have the homologation date and approval present and visible.

The seat must not have any structural or covering damage.

The seat must be mounted at 4 points with the minimum of 8mm bolts.

Minimum thickness of the steel that are used for securing the seat must be 3mm, lightweight material is prohibited.

Securing must be welded or screwed in the frame above the floor, no securing shall be made in the floor metal.

The head support must be integrated into the seat.

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XKC – Vehicle Safety Equipment 2.2

Electrical System:

The switch that kills the engines ignition system must be mounted and must not be equipped with a spring - loaded button that goes back to the original position after activation.

If a battery is mounted on the vehicle a main switch shall also be mounted that kills all electrical systems, the switch must be easily accessible for both a driver strapped in the seat as well as the emergency personnel.

Emergency stop buttons must be placed for easy accessibility from the outside of the vehicle.

All batteries must be properly secured.

XKC – Vehicle Safety Equipment 2.3

Fire Extinguisher:

All vehicles must carry a minimum of a 1.5l handheld fire extinguisher mounted securely to the floor of the vehicle in front of the driver's seat and be held in place with quick release torpedo straps.

Alternatively, vehicles may be fitted with a minimum of one fire safety stick fire extinguisher (min 50 secs) which must be mounted using the supplied bracketry.

XKC – Vehicle Safety Equipment 2.4

Front and Side Window Protection:

The front window must be covered by a mesh, polycarbonate (minimum 3mm thick) or glass with safety film applied.

Full front polycarbonate or glass window should not be mounted unless windscreen wipers and windscreen wash are used.

It is mandatory to have polycarbonate, mesh, or both on the side doors.

The plastic polycarbonate must be transparent so that the driver is visible.



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XKC – Vehicle Safety Equipment 2.5

Firewall:

A simple protection wall must be installed to safeguard against cooling liquid and motor explosion.

XKC – Vehicle Safety Equipment 2.6

Towing Points:

All vehicles must have a front and rear tow point secured to a structural component of the car.

XKC – Technical Regulations 3.0

Competition Numbers:

Numbers must be in a contrasting colour to the body of the vehicle.

Numbers must be printed in plain font.

XKC – Technical Regulations 3.1

Wheels & Tyres:

Only 10" rims of steel or aluminium construction are permitted.

All forms of tyre heating are prohibited.

Hoosier Slick Rear Tyres are prohibited for competition use at Aghadowey.

Front Tyres are unrestricted.

Wet Tyres (Goldspeed, Hoosier Wets, Maxxis etc.) are unrestricted.



XKC – Technical Regulations 3.2

Approved engines:

4-stroke, 4-cylinders 600cc, 750cc or 1000cc engine from a motorcycle production, with exemption from motorcycle engines that have not been on the market for a year or less.

All repairs shall be made with parts from the original or copies with the same specification model of the engine according to the manufacturers workshop manual.

XKC – Technical Regulation 3.3

Suspension:

The wheel suspension is free.

No fixed axles in the front or the back are permitted.

The rear axle must be divided.

Shock absorbers are free but all types of active shock absorbers are prohibited.

There is a 1 per unit/wheel rule that applies for shock absorbers and they shall all be of the coil over type with screw springs.

It is allowed to put more than one spring in each unit.

Each Shock absorber should work as an independent device.

Springs shall be made from steel.

Springs from composite or titanium are prohibited.



XKC – Technical Regulations 3.4

Fuel System:

The fuel tanks construction is free.

The tank shall be safely mounted and connected outside of the cockpit.

If the tank is mounted behind the head frame a deformation of the frame for about 4cm shall be approved without compromising the tank, if this is not possible the tank shall be protected by an additional multi -pipe construction of a diameter of 30mm.

If the distance is less than 20cm to the exhaust or engine the tank shall be protected with heat isolating screen.

Fuel hoses shall be properly clamped.

XKC – Technical Regulations 3.4

Exhaust System:

The exhaust system must be equipped with a silencer. The minimum length of the exhaust silencer sleeve must exceed 280mm. The outlet diameter must not exceed 61mm.

XKC – Technical Regulations 3.5

Start System:

It must be possible to start the vehicle from inside the cockpit.



XKC – Technical Regulations 3.6

Cooling:

Installation of radiators are prohibited inside and in front of the cockpit.

It is allowed to mount radiators in pontoons in the sides if these are separated by bulkheads.

No part of the system shall be visible from the cockpit (radiators, hoses, lids, expansion tanks etc).

Air intake and scoop are allowed in the roof and sides behind the head frame and in the pontoons.

XKC – Technical Regulations 3.7

Transmission:

Transmission is free, but the driveshaft must have a common connection, the differential must be fixed, type fixed coil, a reverse gear is allowed. Propulsion must be achieved with a chain.

XKC – Technical Regulations 3.7

Brake System:

A brake must be found on all 4 wheels; on the rear wheels a central brake system is allowed.

A brake system must be of the type 2 circuit and be controlled by a pedal.

If leakage occurs somewhere in the system brakes must always be maintained on 2 out of 4 wheels.

XKC – Technical Regulations 3.8

Steering System:

Steering must be achieved by a steering wheel.

Only steering on the front wheels are allowed.

The steering wheel must be equipped with quick release.



XKC – Technical Regulations 3.9

Bodywork:

The body must be fitted and cannot have any sharp or pointy extensions.

The body's front shall be covering up to the centre of the steering wheel.

Sides shall be a minimum of 30cm from the bottom of the frame and the thickness of the material shall be at least 0,5mm.

All aerodynamic constructions are prohibited in the front of the vehicle.

A wing or spoiler in the rear is allowed if it has a maximum width, of the vehicle width and is between the cockpit and the rear limit of the vehicle.

XKC – Technical Regulations 3.10

Visibility:

2 mirrors are mandatory (left and right)

Each vehicle must have the following lights mounted in the rear:

One central LED red light.

LED red stop light.

XKC – Technical Regulations 3.11

Side Protection:

Side protection bars must be mounted between the wheels on the long side of the vehicle.

Side protection bars must be secured at both ends of the vehicle, covering a minimum of 60% of the length of the wheelbase.

The space between this construction and the body structure shall be completely or partly filled to prevent a wheel from penetrating.

Both ends of the outer pipes shall be plugged in the same material and be located in height with the centre of the wheel hub +/-50mm.

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XKC – Points Scoring 4.0

Overview:

Championship points will be allocated on the exact finishing positions in each class.

Overall Championship Winners will be the competitor who accumulates the most points in the series when dropped scores, if any, are taken into consideration.

Overall ties will be decided in favour of the driver with the most championship round wins or if necessary, the best finishing position in the last round.

The Overall Competition Winner will forfeit their class award on the day in favour of The Overall Winners Award.

Three class trophies will be awarded to the next fastest class finishers.

XKC – Points Scoring 4.1

Class Points Allocation:

<i>Finishing Position</i>	<i>Points Awarded</i>
1 st	20
2 nd	18
3 rd	16
4 th	14
5 th	12
6 th	10
7 th	9
8 th	8
9 th	7
10 th	6

+1 Bonus point will be allocated for the fastest time in class.

+ 2 Bonus points will be allocated for the overall winner.

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XKC – Points Scoring 4.2

The CrossKart Challenge is scored based on overall finishing position with no regard to class position. This championship will be scored using the same allocation however no bonus points are available.

XKC – Penalties 5.0

Overview:

The aim of this series is to provide a controlled and regulated formula for competitive motorsport. Any breach of regulations will be punished in accordance with these regulations.

XKC – Penalties 5.1

Breach of Technical Regulations:

Any breach of technical regulations may result in exclusion from the specific round.

XKC – Penalties 5.2

Unsportsmanlike Conduct:

Any entrant bringing the organisation into disrepute through the unauthorised use of private and/or public roads during an event will be ineligible for future events.

Any entrant being physically or verbally abusive to any organiser, marshal, technical inspector, or any other member of the organisational team may be ineligible for future events.

Any entrants being physically or verbally abusive to other competitors or attendees may be ineligible for future events.



XKC – Penalties 5.3

Responsibility:

Any entrant not attending the obligatory drivers briefing will be ineligible for competition for that round.

Any entrant found to be deliberately holding back to gain a favourable advantage of track condition will receive a stage maximum time.

Any entrant not lined up and ready to start their stage within the stage window will miss their stage and as a result receive a maximum time.



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