Motorsport UK can confirm that Daniel Ricciardo Series (ACR Ltd) has been granted permission to run the DRS125 Senior Class in the UK, under Motorsport UK Yearbook regulation (U)1.1.3.

**Details:**

Class Regulations as attached.

**Date Approved:** 13 February 2020

Motorsport UK Signature:

Joe Hickerton
Technical Manager
TECHNICAL Regulations

Class: DRS125

Sole UK Importer: ACR Ltd 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:

DRS125 is a one make chassis and engine category for an economic level entry to karting

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

Specific Equipment:

1.0 The only Karts eligible for competition will be DRS Ricciardo/IAME model EK 125cc imported into the UK by DRS. Karts and engines will be registered at the point of purchase and registered on the DRS UK database.

1.1 Only one person can own one DRS Ricciardo kart at any one time and this kart can only be raced by them. His/her details will be listed upon the DRS UK database with their corresponding chassis/engine/electronic rpm serial number combination.

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.

1.2 If an owner sells his/her DRS Ricciardo kart the owner should contact the DRS office info@danielricciardoseries.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.

1.3 If a DRS Ricciardo kart owner sells their kart at any point, that particular DRS Ricciardo kart may never be owned or raced by them again.
Chassis

2.0 Single make DRS Ricciardo chassis manufactured by Birel ART, Italy and must conform to the original manufacturers specification at all times. Each chassis, engine and electronic rpm combination serial number is registered on a database at point of purchase with the DRS UK Importer.

The DRS UK scrutineer reserves the right to seal the chassis frame at any point during an event. 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 £250.00 + VAT.

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.

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!

Only Freeline standard parts with the former Easykart logo or 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 supplied at all times.

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

3.2 Caster and camber must remain fixed. No caster pills are be allowed. 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.

3.3 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 foot rest 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.

3.4 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.
Steering:

3.5 Steering wheels part no: 5300.00.04EY or 5300.00.04MS or 5300.00.33 MS steering boss part no 5679.10.06 or 5679.10.02 or Riccardo steering wheel 10.2900.00-DR or steering boss 20.10173.10ne and steering wheel wedge 20.12348.18N

The DRS Ricciardo Steering column part no 10.0780.00 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.

Easykart Stub axles with Easykart logo part no’s 10.8484.00 and 10.8485.00,10.12317.00 and DRS Riccardo / Freeline track rods part no’s 20.3510.10NE Riccardo DR stub axles part no’s 10.12317.00,10.12318.00

Brakes:

3.6 Brake Disc 20.8997.06zn and carrier part no: 10.7189.00, brake system part no 10.2688.00 standard or Freeline DRS Ricciardo self-adjusting system 10.11250.00, rear brake pads part no: 10.11019.00 inscribed Freeline/ Ricciardo DRS only. Former Easykart using the standard brake system 10.2688.00 must use a brake disc protector.

Axle and hubs:

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

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. Rear hubs 100mm long only part no: 10.6944.00ne or with Easykart or DRS Ricciardo logo.

3.8 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.

Other kart adjustments are allowed as long as 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. These spacers can be moved from the inside to the outside of the wheel and vice versa for adjustment. Each kart must have the original red plastic two full width spacers and two half-width spacers per stub axle side or the new DRS Ricciardo aluminum spacers with the same quantity combination.

3.9 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.

4.0. 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 Ricciardo 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 system.

Bumpers

4.2 Front chrome bumper part no 10.11839.00cr and only the plastic Freeline rear pod protection system part code 10.8742.00NE or rear chrome bumper 10.7149.00. Only the KG FP7 plastic front pod code or 10.11852.00ba must be used.

Seat

4.3 Seat may be replaced. Original fibreglass 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 fibre or Kevlar or luminous coloured seats are prohibited.

4.4 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 a 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.

Bodywork

4.5 The use of body work is mandatory and must comply with Motorsport UK section U drawing 6 quadrilateral regulations at all times. Only Freeline bodywork 12/17 parts no 20.10601.18BA in white (ba), and only the KG FP7 front pod part no 10.11852.00ba and front panel 40.11715.00ba in white may be used.

4.6 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.

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

Transmission and Chain and sprockets

4.7 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.

4.8 DRS UK will announce via www.danielricciardoseries.co.uk 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
4.9 The Front engine sprocket may only be replaced with original IAME only. DRS125 engines use a 11-tooth sprocket ONLY part no: d-75555-c

DRS Ricciardo Electric panel and starter battery.

5.0 DRS Ricciardo karts must have the electronic power pack part number 10.8986.00 must be mounted under the front panel as originally supplied. The start and stop button must be on a bracket underneath the steering wheel as originally supplied – this may not be relocated.

Only the Freeline Lipo battery part number 10.10988.00 can be used. The Freeline Lipo battery must be located in the bracket under the front panel with the rubber strap. Freeline batteries with any damage to the case or with poor or damaged power connectors will be ordered to be changed for a new battery at the discretion of the DRS UK scrutineer under the grounds of safety. No other type of Lipo battery is permitted.

At any point during a DRS race meeting the DRS UK scrutineer reserves the right to ask any competitor to surrender his/hers electronic panel in exchange for another electronic panel belonging to the DRS UK Series for either Time qualifying, heat, pre Grand Prix, Grand Prix or Federation Cup. The electronic panel includes RPM box, aluminum support panel and front bodywork panel.

Whilst this electronic panel is fitted the DRS UK scrutineer will retain the competitor’s electronic panel until such times during the meeting when the DRS UK scrutineer requests the return of the exchange electronic panel.

Data loggers and Cameras

5.1 Devices for recording and displaying of 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.

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

Go Pro Cameras or similar type cameras are permitted to be used on Official DRS Saturday practice and DRS race day. 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.

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.
Tyres and Wheel rims:

5.2 Slick tyres:

Each DRS Ricciardo kart owner may purchase up to a maximum of 3 sets of slicks per calendar month (this includes a set of race slicks) from DRS UK.

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.

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.

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 he/she leaves the Parc Ferme area.

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.

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

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

Wheel rims must be black in colour for dry slick rims.

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

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.

Tyres can only be purchased from DRS UK for DRS UK events.

5.3 Rain tyres: “EasyKart” tyres sizes front 11x6-5 and rear 11x5-5

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.

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.

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

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.
Ages

5.4 DRS125 Senior drivers can start racing from 15 years old +

A DRS100 Junior may transfer to DRS125 Senior class once she/he is 15 years old however once a DRS125 race has been completed he/she may not revert back to DRS100 Junior.

Weight

5.5 The minimum weight limit for DRS125 Senior = 165 kgs

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, heat, pre Grand Prix or Grand Prix.

If it is necessary to use ballast in order to achieve the minimum weight, no installation of ballast, be it a single ballast or combination of ballast, may exceed 5KGS each. All installations of ballast must be attached and fixed by at least two mechanical fixings.

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

After a kart and driver have completed either time qualifying, heat, pre Grand Prix or Grand Prix or Federation Cup it is not permissible to alter the weight of the kart or driver in any way before being weighed. The driver must have his/her crash helmet, rib protector, gloves, boots and suit as raced with them. If a driver and his/her kart leaves parc ferme without being weighed after being asked to then he/she will be excluded form that qualifying session heat, pre Grand Prix or Grand Prix or Federation Cup.

Helmets, racing suits and driver’s equipment.

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

Rib protectors are obligatory.

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.

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

Please refer 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.

If your driver’s equipment does not comply you will not be permitted to race.
DRS125 IAME EK ENGINE

All DRS125 IAME EK engine rebuilds can only be carried out by the Daniel Ricciardo Series – DRS.

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 RPM electronic box serial numbers.

DRS UK reserves the right to inspect any DRS125 engine during free practice on a Saturday or on a Sunday at a DRS UK event. DRS UK can also request a re call on 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.

5.7 The definition of an engine rebuild to be carried out by DRS UK only, is defined as replacement of individual engine parts such as the Piston and or rings, small end bearing, piston pin, oil seals, gasket set, main bearings, con rod, big end bearing or crank pin.

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 on the crown and relate to the appropriate bore size to which they are fitted.

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

54.00v, 54.00r, 54.02v, 54.02r, 54.05v, 54.05r, 54.10v, 54.10r, 54.12v, 54.12r, 54.15v, 54.15r, 54.20v, 54.20r, 54.22v, 54.22r, 54.25v, 54.25r, 54.27v, 54.27r

The piston ring must remain free in movement on the piston at all times.

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 DRS125 senior database will be excluded from the event and from the Daniel Riccardo Series.

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

The engine is the DRS125 EK engine and is made by IAME. Each engine and chassis combination number is registered on a database at point of purchase with the DRS UK Importer. Therefore the chassis and engine must remain and be used together at all times. The engine may be removed from the chassis for cleaning or for engine rebuilding and replacement of the engine parts.

No stickers or badges must be attached to the engine or air box whatsoever.

Only one engine is permitted, 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 £175 + VAT by DRS UK to enable the competitor to complete the event.

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 Grand Prix or Grand Prix or Federation Cup.
5.8 If an engine is ever deemed un-repairable and can never be used again then an application for a replacement engine may be made in writing to the DRS UK importer.

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.

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.

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

5.9 The engine will be in an unsealed state and shall comply with the DRS EK125 engine fiche at all times. The DRS UK scrutineer reserves the right to 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 IAME and are only available and must be purchased through DRS UK.

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

At any point during a DRS event the DRS UK scrutineer reserves the right to ask any competitor to surrender his/her's 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 Grand Prix or Grand Prix or Federation Cup.

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.

Spark Plugs

6.0 The Spark plug must be the Freeline spark plug part no: 10.6842.00 or for wet and colder conditions the NGK BR9EG.

The competitor is free to choose which one of these spark plugs they use at any time.

The Spark plug lead must remain original. A replacement spark plug cap may be fitted. The spark plug single sealing washer must remain in place at all times. If the sealing washer is missing or multiple sealing washers are found the competitor will be excluded from that qualifying, Heat, pre Grand Prix or Grand Prix or Federation Cup.

Spark plug temperature or any other sensors are not permitted.
Carburettor and Air Box

6.1 Carburettor and intake: Tillotson HL384B fixed jet; 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.

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

Only an original manifold carb gasket must be used, multiple gaskets prohibited. No component may be removed, added, altered, or moved. The air box must remain in original state; the trumpet gauze covers may be run or removed.

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 service replacement diaphragm and gaskets sets to be used are the Tillotson DG-1-HL and/or the Tillotson Full repair kit RK-117HL.

Only the following carburetor high jets will be allowed: 87 or 88

No modification to the main jet or the low jet is allowed. It is forbidden for the low jet to be adjusted whilst the kart is in motion. No tools may be fitted to make adjustments to the low jet while operating the kart.

Exhaust

6.2 Exhaust Pipe, exhaust bend and flex must remain as manufactured as in the DRS125 EK engine fiche.

Exhaust flex length may be altered however the original noise proof wadding must remain around the flex at all times.

An additional exhaust end can, must be fitted to the end of the exhaust pipe to reduce noise. No other modifications allowed. A Safety wire may be used to prevent components from coming loose as long as 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.

6.3 At any point during a DRS race the DRS UK scrutineer reserves the right to ask any competitor to surrender his/hers 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 Grand Prix or Grand Prix or Federation Cup

Whilst the loan exhaust bend or exhaust pipe is fitted the DRS UK scrutineer will retain the competitors 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.

Existing unpainted exhaust pipes must not be painted, or polished. From April 2016 exhaust pipes can be supplied painted or unpainted from IAME, if painted these must not be repainted at any point as must remain as supplied from IAME. There is no performance gain in the new painted exhaust pipes. It is forbidden for exhaust pipe or bend to be cleaned with any type of acid. Exhaust temperature sensors are not permitted.
Fuel, oil and Fuel Tank

6.4 The fuel used must be 95 RON unleaded petrol of the type on sale to the general public mixed with the Official 2 stroke oil lubricant EasyKart made by EXCED part no 40.6891.00.

The fuel and oil must be mixed at the ratio of 20:1 = 250ML of Easykart Oil to 5 Ltrs unleaded 95 RON petrol. It is not permitted to run any other type of oil in particular any full castor type oil.

The DRS UK scrutineer reserves the right to exclude the driver from that qualifying, heat pre final or final if he suspects or find evidence that a full castor oil has been used.

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

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 Grand Prix or Grand Prix or Federation Cup.

Upon this request the competitor will be supplied pre mixed fuel from DRS UK and his or her 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, heat, pre Grand Prix or Grand Prix or Federation Cup

Any mechanical adjustments required to the competitors kart in preparation for the competitor’s next race must be performed in the parc-ferme with the DRS UK scrutineer’s express permission and presence.

6.5 Fuel tank: Must be the original tank as supplied with the DRS Ricciardo kart with only Ricciardo kart fuel sticker allowed.

Race Numbers

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

DRS125 Senior: Background colour yellow with Official DRS black numbers.

DRS125 Senior 177: Background colour yellow with Official DRS white numbers

DRS125 Senior Rookie and 177 Rookie: Background Official black colour backgrounds with Official DRS white numbers.

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

Numbers 1 to 9 are seeded numbers and can only be used by the driver attaining them in the previous year’s birelART or DRS Ricciardo Series.
INFRINGEMENT OF DRS UK TECHNICAL REGULATIONS

6.7 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 or pre Grand Prix or Grand Prix.

b) Exclusion from the DRS UK meeting.

c) Exclusion from the DRS UK Series.

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

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

Previous eligibility of karts for the Daniel Ricciardo Series

6.9 Previous versions of Easykart or birelART karts are still permitted to be used in the Daniel Ricciardo Series for 2019 and 2020 seasons provided they are listed on the Easykart or DRS UK database and comply with these technical regulations.

After this time or at any time during 2019 and 2020, an owner may apply to DRS UK to apply to purchase a DRS Ricciardo rolling chassis. If their application is successful they can then donor their engine and electronics from their existing Easykart or birelART kart onto a new DRS Ricciardo kart. As well as the engine and electronics this new DRS Ricciardo kart will also adopt the original race number from the donor kart.

From 2021 the only karts permitted to race will be DRS Ricciardo karts.

END