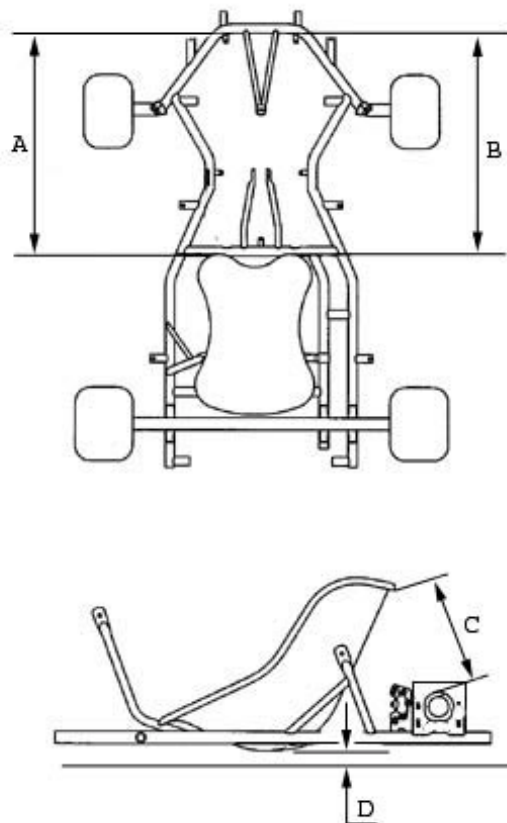




Most people involved in this sport think that the kart regulations could be set in a standard way. This is a great mistake. In fact there can be a starting basis, but you have to consider a lot of aspects that are discovered on tracks. The seats and all its supports are a fundamental kart element, since it was positioned to allow the right chassis stiffness and a correct weight distribution.



| TELAIO - CHASSIS | A | B | C | D |
|------------------|------|------|------|-----|
| MINIKART | 44,5 | 45,5 | 24,0 | 1,6 |
| JUNIOR | 55,5 | 56,0 | 26,0 | 1,6 |
| SPEEDY | 56,0 | 56,5 | 23,0 | 1,6 |
| DYNAMIC | 56,5 | 57,0 | 23,0 | 1,6 |
| WORLD FORMULA | 57,0 | 57,5 | 23,0 | 1,6 |
| 355/100 | 57,5 | 58,0 | 22,0 | 1,6 |
| 355/125 | 59,0 | 59,5 | 22,5 | 1,3 |
| 412/100 | 58,0 | 58,5 | 22,5 | 1,6 |
| 412/125 | 59,5 | 60,0 | 23,0 | 1,3 |
| 550/100 | 57,5 | 58,0 | 22,0 | 1,6 |
| 550/125 | 59,0 | 59,5 | 22,5 | 1,3 |