

Buying a Kart

This information is being provided to give you the basic knowledge needed to understand the difference in race kart chassis design, the goal here is to stop people from running out and buying the first kart they see based solely on price and finding out it no longer meets current engine or safety specifications, wasting hard earned dollars and in most cases preventing you from entering the sport.

In most cases a good used up to date kart can be purchased from your local dealer for usually a lot less then it would take to update a old non current kart, keep this in mind when you are ready to make a purchase, buying a proper kart with the support of a dealer will help elevate the frustration you could encounter with a used kart.

Karting has been around for over fifty years, evolving immensely since its inception this little four wheel gas powered kart has been configured to race many different applications from oval, both dirt and asphalt to the high speed technical road racing called sprint Karting.

The information that we will be providing here is going to be only relevant to “Sprint Racing” because that’s the only kind of racing we do at Lombardy.

There are three different types of sprint karts.

- 4 Stroke powered
- 2 Stroke powered
- Shifter Karts

These three different types of karts are manufactured specifically for their applications, for instance a 4 stroke Kart is made of 28-30mm tubing with a 30-40mm axle while a 2 stroke/shifter is made of a much larger 30-32 mm tubing with a 50 mm axle, The reason for this is a four stroke powered kart has less power so it doesn’t need to be very rigid but a shifter kart has a lot more torque so the chassis has to be stronger.

Selecting a kart is totally based on what class you will be running and some common sense, the first thing you should do is talk to someone from your local track and see what class would be best for you, depending on you age, weight and experience they will steer you in the right direction to make this a great experience for you.

The most popular classes here in Canada are our 4 stroke classes and picking the right chassis depends on one key thing, the age and the size of the driver.

Classes

Novice -	220- 7-11 years
Junior	300- 10-15
Senior Light	320-15+
Senior Med	340-15+
Senior Heavy	375-15+
Spec Racer	320/365-15+

Novice

For a Novice there are a few choices when it comes to chassis, for the smaller driver a 28mm chassis with a 950 mm wheelbase such as the Birel C28 will work great, this chassis is called a Cadet chassis and being smaller than a regular kart it is easier to steer and less modifications are needed to setup for the driver.

Due to the size of this chassis it can only be used for Cadet or novice classes.

The second choice is the Birel AR28, this chassis is 28mm, it is available with a 30 or 40 mm axle and has a 1010 mm wheel base, for the smaller driver this kart could be used in either Novice or Junior classes.

The third choice for a bigger driver would be a standard chassis such as a Birel AM29, this is a 28mm chassis with a 40mm axle and the wheelbase can be changed from 1020-1030-1040 mm making this kart very versatile.

Junior & Senior

Karts for these classes can be either 28 or 30 mm chassis with a wheelbase between 1010-1040 mm.

Both of these chassis sizes work well but we do recommend that the juniors and smaller senior drivers use a 28mm chassis with a 40 mm axle.

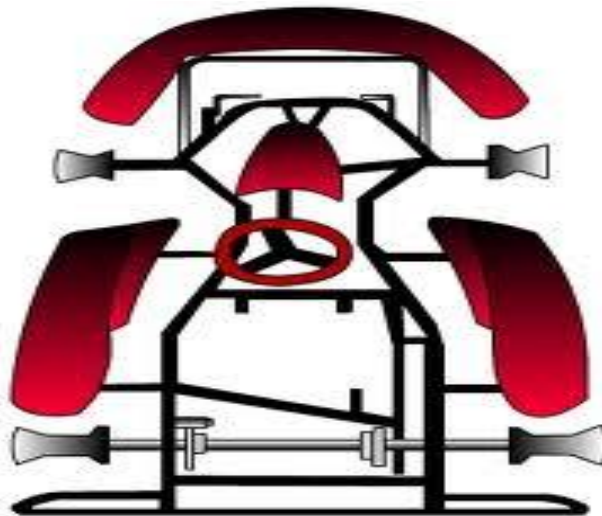
For the drivers over 200 lbs you have the option of either a 28mm or 30 mm chassis, both chassis have their advantages and it would be great if you could drive both of them first to make a decision.

Body Work

At Lombardy we take safety seriously so all karts that enter our track must meet a minimum of 2005 CIK/ASN body work Homologation, CIK is our world governing body that makes decisions regarding the safety of the products we use in our sport.

Body work is a major safety component of a kart, we will start with the nose cone or front spoiler as it's called, if you notice in this picture it covers the majority of the front wheels, this is done to prevent wheel to wheel contact with other karts.

Bars attaching the side pods to the kart chassis must be perpendicular to each other as per this drawing.





Rear bumpers or spoilers as they are sometimes called must be full width and made of plastic and properly attached to the chassis, check the rules for the exact specifications.

Wheels

Wheels used in all 4 stroke classes are 5" diameter with the front wheels being 130 mm wide and the rear wheels being 180 mm wide ,these wheels can be ether aluminum or magnesium.



Tires

The standard tires we use are called slicks, they have no tread but as the tire heats up it becomes sticky giving you grip, tires are a very important part of karting and it is best to start with a new set every season, a normal race season will see you using at least two sets.

Rain tires are used only when it rains ,they have a tread pattern and are made of a softer compound then the slicks.

Tires are spec to the track and can only be purchased from the approved vendor.



Brakes

The only acceptable brake then can be used is a hydraulic multi piston single disc brake mounted on the rear axle, there are many different configurations of this system.



Engines

At Lombardy we only use two different 4 stroke engines, the Briggs & Stratton LO206 is used in all 4 stroke classes except "Spec Racer".

The LO206 program is used right from novice to senior, in the novice and junior classes the carburetor slide is changed to govern the performance of these engines making it very economical for a driver to move up and still use the same engine. a different slide is spec for each class. The engine must also conform to the Canadian rule set and have this emblem stamped in the block



Spec Racer class engines are Hy-spec/Jang Diong which will be sealed and have a spec governor spring, these engines are stock and our specific to Lombardy.



For further information please contact c2kartsupply@gmail.com