

"All the test drivers of our factory racing team and selected clients voiced positive feedback and commented in particular on the excellent balance and the very stable driving behaviour of the SE-Chassis"

Andreas Baral
Team manager
Mach1 Racing Team Baral

FIA1 & FIA6 SECOND EDITION



After three month of intensive developmental work, the Hetschel factory is proud to present two completely updated chassis lines for professional racing purpose. These CIK-homologated chassis **FIA1** and **FIA6** will carry a new inscription titled "**SE - Second Edition**" to differentiate them from other models. Customers and teams will have these chassis available in the 2nd half of September 2006.

With the utmost focus being on driving stability and ultimate performance, both chassis types were updated as a result of extensive testing at numerous track trials and races.

The tests were carried out under different track conditions and for multiple categories like Formula A, ICA, J-ICA, Rotax Max and TAG class.

Another innovation is the hand operated front wheel brake system **VH EVO** wich convinces with light weight, outstanding braking efficiency and the high quality machining that is well known and expected from all Hetschel products.

More info: www.emotionandvalue.com

HRP
racing

MACH 1 KART

Hetschel GmbH & Co. KG

Daimlerstraße 16
74336 Brackenheim GERMANY
Phone +49 (0) 71 35 98 49 - 0
Telefax +49 (0) 71 35 98 49 - 25
E-Mail info@mach1kart.de
Internet www.mach1kart.de

www.emotionandvalue.com
german kart engineering since 1969



TECHNICAL SPECIFICATIONS

FIA1SE #1019 (CIK-Homologation until 2008)

The FIA 1SE chassis with a frame diameter of 30 mm is best suited for very soft racing tires and track conditions with much grip as well as long and fast corners. In comparison to the previous model, the complete geometry was updated and has a very distinctive feature, a second front torsion bar was added. Reinforced stub axle fixations and new stub axles with a bolt diameter of 25 mm are responsible for a higher grip level in the front. Easy and precise steering and very controlled drivability are specific for the FIA 1 SE.

The new rear axle support with modified bearing seats and brake caliper fixation allows driving out of the corners at a higher speed level, because of decreased loss of efficiency in the power train. The engine power output is then better controlled.

FIA6SE #1020 (CIK-Homologation until 2011)

The FIA 6 SE main chassis tube is made from a special steel alloy and has a diameter of 32 mm. Best applications for this chassis are medium to soft tires and track conditions with a standard grip level. This new model is equipped with reinforced stub axle fixations and new stub axles type with the bolt diameter of 25 mm, also. Furthermore, the updated rear axle and brake caliper support will be used on the FIA-6 SE. These updates are providing even more direct and controlled driving behavior at higher standard.

For further questions feel free to contact our technical support from Monday to Thursday between 3pm and 4pm (UTC+1) at +49 (0) 71 35/98 49 17 or by email at support@mach1kart.de

Specifications

IGP blue
1035 mm
ø 30 mm / ø 32 mm
VHR EVO, hydraulic
with ventilated brake disc
front dual (removeable)
109.8 lb / 49,8 Kg

Specifications

Chassis Color
Wheelbase
Chassis Main Tube
Brake System
Torsion bar
Dry Weight

Specification

IGP blue
1035 mm
ø 32 mm
VHR EVO, hydraulic
with ventilated brake disc
front and side
110.6 lb / 50,2 Kg

Standard Equipment

KG Unico
Mach1 FlatTop (ø 320 mm)
Free-Line DR HQ, Magnesium
Tillett T8 (w/o cover)
ø 50 mm type "B" (medium)
Mach1 Racing Team

Standard Equipment

Bodywork
Steering Wheel
Rims
Seat
Rear Axle
Sticker Kit (w/o picture)

Standard Equipment

KG Unico
Mach1 FlatTop (ø 320 mm)
Free-Line DR HQ, Magnesium
Tillett T8 (w/o cover)
ø 50 mm type "A" (soft)
Mach1 Racing Team

Options

VH EVO (hand operated)
rear
KG Stilo / KG Duo
Tillett T8 (rib covered)
oder Tillett T5 (full cover)
Mach1 Racing Team

Options

Front Wheel Brake
Torsion bar
Bodywork
Seat
Driver Suit

Options

VH EVO (hand operated)
rear
KG Stilo / KG Duo
Tillett T8 (rib covered)
oder Tillett T5 (full cover)
Mach1 Racing Team



The FIA1SE kart with revised chassies geometry and the second front torsion bar.



The new rear axle with modified bearing seat fixation improves driving out of the corners at a higher speed level.



New developed brake caliper support.

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