

## **TECHNICAL REGULATIONS**

### **Superkart Races Zandvoort (Jumbo Racedagen 2019)**

#### **"Dutch GP Zandvoort Superkarts 2019"**

### **GENERAL TECHNICAL REGULATIONS**

All karts complying with CIK regulations are permitted.

### **NOISE CONTROL AND NOISE TESTING**

**NOISE TESTING** – In order to reduce the noise, efficient exhaust and inlet silencers are compulsory. The noise limit in force is 97 dB/a maximum, including all tolerances and the influence of the environment. The noise will be measured by fixed measuring equipment on the straight with high speed

**THE ONUS IS ON THE COMPETITOR AT ALL TIMES TO BE UNDER THE NOISE LIMIT**

### **INLET SILENCING**

All karts must have either an inlet silencer box or filter through which all air must flow.

### **EXHAUST SILENCING**

#### **All karts must have an exhaust silencer**

Unless specifically authorised, exhaust lengths may not be varied whilst the kart is in motion.

Attention must be given to silencing systems maintenance. With the published reductions to permitted levels it is important that flex connections and joints are checked regularly and made good. Exhaust silencers which are capable of being repacked can suffer from declining performance and it is essential that repacking is carried out in accordance with manufacturer's instructions.

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### **THROTTLE**

Drive by wire and traction control devices are expressly forbidden.

## **GEAR CHANGE**

Gear change in Div. 1 National, Superkart 250 Mono and Superkart 4 Stroke must be mechanical with no electrical, electronic, hydraulic or pneumatic operation or assistance. No form of ignition control to aid gear changing is permitted, for example continuous traction systems (cts).

## **TYRE TREATMENT**

The use of chemical treatment on tyres is expressly forbidden. Any competitor found using chemical treatment on tyres will be banned from racing for a minimum of one year.

## **BALLAST**

The ballast cannot be attached to the seat but only to the main tubes of the chassis-frame or to the floor tray with at least two bolts of a minimum diameter of 6mm, conform CIK regulations.

## **Wheelbase**

The minimum: 106cm, Maximum: 127cm, Track: at least 2/3 of the wheelbase used, Overall length: 210 cm maximum, Overall Width: 140cm Maximum, Height: 65cm maximum from the ground, seat excluded.

## **DIVISION 1 INTERNATIONAL**

Engine Engines must be homologated by the CIK Maximum cylinder cubic capacity: 250 cc obtained either by one engine (maximum 2 cylinders) or by 2 single-cylinder engines homologated in KZ All systems of injection are forbidden. The spraying of products other than the fuel is forbidden. The engine shall not comprise a compressor or any super-charging system.

**Eligible Engines:** CIK homologated engines are as follows :- VM 250S DEA SK PVP 252

**Gearbox:** Gear ratios are has homologated

**Ignition:** The ignition system type is open

**Fuel Tank:** Conform CIK regulations: The total fuel tank capacity must be 19 litres maximum. The exit aperture must not be more than 5mm. It is mandatory to place it between the main tubes of the chassis frame, ahead of the seat and behind the rotation axis of the front steering. Side tanks are not permitted.

**Transmission (Axle):** Must have a maximum external diameter of 40mm and a minimum wall thickness at all points of 2.5mm

**Wheels and Tyres:** 6" diameter wheels and tyres only must be used with a max. tyre width of 8". Only CIK homologated tyres are permitted from the periods 2011 to 2019.

**Weights:** The minimum weight with driver on the completion of any part of the event: - 218kgs

**Plates:** Yellow number plates with Black numbers.

**Age:** Aged 18 and above.

## **DIVISION 1 NATIONAL**

As above except: Engine Any engine previously homologated by the CIK for the class.

**Eligible Engines** - FPE TR250 PVP 251 BRC Engineering - BRC250FE Yamaha TZ250/1998 4TW Yamaha TZ250/2001 5KE VM 250 MO1 A Rotax 256 based engine that can include the following: F.P. Engineering - FPE/Rotax 256 Substitute Cylinder & Head F.P. Engineering - FPE/Rotax 256 Substitute Crankcases F.P. Engineering - FPE/Rotax 256 Substitute Disc Valve Covers PVP Karting - PVP/Rotax 256 Substitute Cylinder and Head Folan Engineering - Folan/Rotax 256 Substitute Primary Transmission Racing Cylinder Services Ltd. - Rotax 256 Substitute Cylinder & Head .

## **SUPERKART 250 Mono**

Engines must be single cylinder of a maximum of 250cc and must be designed to have no more than five gears, or modified to have no more than five operational gears, and with piston and/or reed valve induction into the original induction tract.

**Engine:** Eligible engines are as follows: Rotax 257 (either five or six gears) Cagiva WMX 250/88 Cross Honda CR250. Kawasaki KX250. KTM 544/545/546/548. Moto TM Cross 250. Suzuki RM250 Z to V (1982 -1997 inc.) Yamaha YZ250. WIWA Gas Gas K250 DEA Technology - SK250 Single (engine) Kit Engines/Alternative Parts: THR Engineering - THR02-14 (kit engine) THR Engineering - THR SS250 (kit engine) Viper Racing UK - SK250S (kit engine) Viper Racing UK - EVO250S (kit engine) Viper Racing - SK250S1 (engine) DEA Technology - SK250 Single pneumatic exhaust valve (alternative parts - Cylinder) PFP - Victory - CR250R (alternative parts - Crankshaft)

**Tuning Regulations** Modifications to the engine are allowed, provided the following are not varied. a) Stroke b) Bore (outside maximum limits) c) Connecting rod centre line. Connecting rod must be magnetic material only d) Crankshaft must be on the manufacturers parts list e) External appearance of the engine other than carburettor, ignition system, carburettor rubber mounting, clutch cover, engine mounting points. It is permitted to remove any kick start mechanism bumps and bosses on the back of the crankcase and the addition of a fuel pulse pump adapter is permitted. f) Number of carburettors (1 only). The material magnesium is not permitted. g) All systems of injection and/or spraying of products other than permitted fuel are forbidden. h) No form of electronic carburation system.

**Ignition** The ignition system type is open, BUT the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal.

**Transmission.** Maximum of five gears. Gear Ratios can be varied.

**Transmission (Axle)** Must have a maximum external diameter of 40mm and a minimum wall thickness at all points of 2.5mm

**Wheels and Tyres:** 6" diameter wheels and tyres only must be used with a max. tyre width of 8". Only CIK homologated tyres are permitted from the periods 2011 to 2019.

**Weights:** The minimum weight with driver on the completion of any part of the event: - 208kgs

**Plates:** White number plates with black numbers.

**Age:** Aged 17 and above.

### **SUPERKART 4 Stroke**

This class is limited to series production 4 stroke single cylinder engines of a maximum of 450cc designed to have no more than five gears, or modified to have no more than five gears.

**Engines** must be readily available production units. Where engine manufacturers have different specifications of the same base engine (e.g. Moto X, Super Moto and Enduro) crossover of parts will be permitted between these engine model types.

**Tuning Regulations:** Modifications to the engine are allowed, provided the following are not varied. a) Stroke b) Bore (outside maximum limits) c) Connecting rod centre line and connecting rod centres d) Crankshaft e) Camshaft f) External appearance of the engine must be as original except for the ignition system and oil feed system. g) Number of carburetors if fitted (1 only). h) All systems of injection and/or spraying of products other than permitted fuel are forbidden. (i) Fuel injection is permitted only if Original Equipment Manufacture on the model type registered j) It is not permitted to have an electronic connection to a carburettor unless this was standard OEM at manufacturer.

**Permitted Modifications** (a) Fuel injection is permitted but only if it is Original Equipment Manufacture on the model type (b) The cylinder head may be gas flowed and polished (c) Slipper Clutches are permitted (d) The addition of a fuel pulse pump adapter is permitted (e) In the interests of reliability, the fitting of an alternative oil feed system to the engine is permitted (f) Carburetors and injection bodies must be from the parts list for the engine, they can however be Modified.

**Ignition** The ignition system type is open, BUT the electronic unit box and the coil must receive only one feeding energy source of the rotor/stator or of a battery and one crankshaft pick-up signal in order to set the ignition signal.

**Transmission (Gearbox):** maximum of five gears.

**Transmission (Axle)** Must have a maximum external diameter of 40mm and a minimum wall thickness at all points of 2.5mm

**Wheels and Tyres:** 6" diameter wheels and tyres only must be used with a max. tyre width of 8". Only CIK homologated tyres are permitted from the periods 2011 to 2019.

**Weights:** The minimum weight with driver on the completion of any part of the event: - 218kgs

**Plates:** Red number plates with White numbers.

**Age:** Aged 17 and above.