

## Appendix A

### TECHNICAL REGULATIONS

#### FORMULA 125 OPEN

For 2008, Formula 125 Open will be the premiere class of the Carrerista Karting Championship (CKC).

It will allow different 2 stroke 125cc engines or SA engines or 4 stroke engines (not more than 250cc) available in the market to race against each other, using weight to equalize the different engines.

#### ENGINES & WEIGHTS 125 OPEN

MOTOR	WEIGHT
PRD FIRE BALL	165 KGS.
ROTAX MAX FR 125	165 KGS.
PARILLA X30	168 KGS.
ROK	155 KGS.
KF2 HOMOLOGATED ENGINES	168 KGS.
SUPER ROK / PCR 125	168 KGS.

**Note 1:** Weights may be subject to change through the year to equalize competition.

**Note 2:** It is the prerogative of the CKC organizers to add any engine not presently included in the above list which will be subjected to testing and a corresponding weight would be recommended.

#### 1. GENERAL ENGINE SPECIFICATION

##### 1.1 INLET SILENCER / AIRBOX

\*\*\*\*\*OEM, as supplied with the engine from the manufacturer. For KF2 engine only CIK Homologated Inlet Silencer/Airbox for KF2 will be allowed.

##### 1.2 CARBURETORS

\*\*\*\*\*as supplied from the manufacturer, Jetting open. No modification on the manifold, carburetors, arm, throttle shaft and butterfly. Fuel should pass through stock metering orifices.  
For KF2 engine only CIK homologated carburetors for KF2 will be allowed.

##### 1.3 FUEL PUMPS

\*\*\*\*\*Must be of diaphragm pulse type, type and location are open.

##### 1.4 IGNITION SYSTEM

\*\*\*\*\*OEM as per factory specifications. For KF2 engine only CIK homologated Ignition System for KF2 will be allowed.

##### 1.5 PISTON/RINGS/BEARINGS

\*\*\*\*\* OEM as per factory specifications

##### 1.6 EXHAUST SYSTEMS

\*\*\*\*\*Exhaust and silencers are supplied by manufacturer, OEM. No plating or ceramic coatings permitted.



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## 1.7 CLUTCH

\*\*\*\*OEM, as supplied with engine from manufacturer, and as per factory specification. Clutch engagement must not exceed 6,000 RPM.

## 1.8 COOLING SYSTEM

\*\*\*\*Coolant may not contain Glycol based material. Water or other surfactants may be added.

## 1.9 INTERNAL MODIFICATIONS

\*\*\*\*All internal modifications of any kind are strictly prohibited.

## 1.10 NUMBER OF ENGINES ALLOWED: 2 Pieces per driver

## 1.11 BATTERY

\*\*\*\*Battery is non tech, but must be of the same size and shape and must be the same amperage and voltage as OEM 12 volts 6.5/ 7.5 amperage hour.

## 1.12 SPARK PLUG

\*\*\*\* Denso Iridium : DENSO IRIDIUM IW27,IW29,IW31

## 2. CHASSIS SPECIFICATION

### 2.1 CHASSIS – 1 Piece

All chassis homologated for ICA, KF2, or Rotax Max class

### 2.2 CHASSIS CONTRUCTION

\*\*\*\*Round tubing only, maximum diameter tubing 32.0mm.

### 2.3 REAR AXLE

\*\*\*\* Maximum diameter tubing 50 mm

### 2.4 BRAKES

\*\*\*\*Rear system and front wheel systems are permitted. The front brake should be activated by hand.

### 2.5 BODYWORK

\*\*\*\* As per current CIK homologation.

### 2.6 CHASSIS ELIGIBILITY

\*\*\*\*As per current CIK homologation. All chassis homologated for ICA, KF2, or Rotax Max class

## 3. TIRE SPECIFICATION

3.1 **DRY**: Only \_\_\_\_\_ compound with the following size will be permitted.

FRONT	4.5 X 10.0-5
REAR	7.1 X 11.0-5

**Total number of slick tires allowed will be 2 sets.**

3.2 **WET**: Only \_\_\_\_\_ with the following size will be permitted.

FRONT	4.5 X 10.0-5
REAR	6.0 X 11.0-5

**Total number of wet tires allowed will be 2 sets.**



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**Each competitor must put the required number of tires in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tires allowed through the entire race meeting. No additional spare will be allowed**

#### 4. DRIVER ELIGIBILITY

##### 4.1 FORMULA 125 OPEN SENIOR

\*\*\*\*\*Minimum age of 15 years of age and above.

#### 5. DATA ACQUISITION

##### 5.1 Gauges

\*\*\*\*\*Including Tach, Water Temp, Exhaust Gas Temp, Cylinder Head Temp and timer are permitted (including memory models).

#### 6. REAR BUMPER

All karts should have CIK homologated Rear Bumper mounted securely on their karts.

### 125 JUNIOR Open

#### 1. ENGINES & WEIGHTS – 125 Junior Open

ENGINE	WEIGHT
ROTAX MAX Junior	145 KGS.
ROK Junior	145 KGS.
KF3 HOMOLOGATED ENGINES	148KGS.

**Note 1:** Weights may be subject to change through the year to equalize competition.

**Note 2:** It is the prerogative of the AKOC organizer to add any engine not presently included in the above list which will be subjected to testing and a corresponding weight would be recommended

#### 2. Chassis – 1 Piece

As per description for Rotax FR125 Senior Max.

All chassis homologated for ICA, KF2 or KF3

**\*\* Front Brake System not allowed.\*\***

#### 3. Engine – 2 Pieces

The only engine permitted in this class is those stipulated in the preceding provision for ENGINES & WEIGHTS – Junior Open. The cylinder is to be of **Non-Power Valve type**. The engine is a single cylinder, liquid cooled, reed valve two strokes. All engines must be sealed between cylinder, crankcase, cylinder head and the reed valve block with an official seal to prevent modifications.

#### 4. Carburettor

As per description of the homologation for each particular engine manufacturer. For KF3 engines only CIK homologated carburetor for KF3 will be allowed.

#### 5. Intake Silencer

As per description of the homologation for each particular engine manufacturer. For KF3 engines only CIK homologated Intake Silencer for KF3 will be allowed.

#### 6. Exhaust System

As per description of the homologation for each particular engine manufacturer.



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7. Ignition System

OEM as per factory specifications. For FK3 engines only CIK homologated Ignition System for KF3 will be allowed.

8. Transmission

Direct from engine to axle via a single length of chain. The clutch supplied with the engine must be used with its standard components. The clutch must engage at a maximum engine speed of 3000 rpm.

9. Brakes

Hydraulic disc brakes operating on rear wheels only. Front brakes not permitted.

10. Tyres

*Brand TBC	DRY: AAN	Front 4.5 x 10.0-5 Y801
		Rear 7.1 X 11.0-5 Y801
	WET: AAW	Front 4.5 x 10.0-5 Y805
		Rear 6.0 x 11.0-5 Y805

**Total number of slick tires allowed will be 2 sets.**

**Total number of wet tires allowed will be 2 sets.**

**Each competitor must put the required number of tires in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tires allowed through the entire race meeting. No additional spare will be allowed.**

11. DRIVER ELIGIBILITY - Age Limit

Drivers who are between 13-16 years of age as of January 01, 2008

12. License – International C Junior.

13. Number Plates Red with White number.

Red with white number (Number should be allocated by the Organizer).

14. Spark Plug - \*Brand TBC

15. REAR BUMPER

All karts should have CIK homologated Rear Bumper mounted securely on their karts.

### CADET 60 Technical Regulations

No direct drive gear system is permitted. All engines must be fitted with CENTRIFUGAL CLUTCHES. No oil clutches are permitted.

1. Chassis: Chassis must be to Cadet Kart specifications and approved for use by the Organizer. The wheel base of the chassis is 90 cm +/- 5 cm and the overall length is 155 cm +/- 10 cm. It should have a CIK approved body works.

Number of chassis allowed: 1 pc

2. Engine: Comer K60/S60 only. No engine modification whatsoever is allowed. Engines will be marked and sealed at scrutineering.

Number of Engines allowed: 2 pcs



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3. Carburetor: Butterfly type and with maximum venturi central bore of 16 mm. Tillotson HL 166 Carburetor.

1. Weight: Minimum weight of kart and Driver must be 95 kg.

2. Tires : \***Brand TBC**

DRY: 1 SET (2 Pcs Front & 2 Pcs. Rear) + 1 Pc Spare

SL83 CADET Front – 3.6 x 10.0-5 Y801

AAG Rear – 5.0 x 11.0-5 Y801

WET: 1 SET (2 Pcs Front & 2 Pcs. Rear)

GP4 Front – 4.0 x 10.0-5 Y805

Rear – 6.0 x 11.0-5 Y805

4. Spark Plugs: \***Brand TBC**

6. DRIVER ELIGIBILITY - Age Limit

Drivers who are between 8-11 years of age as of January 01, 2008

### MINI ROK Technical Regulations

No direct drive gear system is permitted. All engines must be fitted with CENTRIFUGAL CLUTCHES. No oil clutches are permitted.

1. Chassis: Chassis must be to Cadet Kart specifications and approved for use by the Organizer. The wheel base of the chassis is 90 cm +/- 5 cm and the overall length is 155 cm +/- 10 cm. It should have a CIK approved body works

2. Engine: Vortex Mini ROK 60 cc Engine

3. Carburetor: Stock but main jet is open

4. Weight: Minimum weight of kart and Driver must be 105 kg.

5. Tires: \***Brand TBC**

DRY: 1 SET (2 Pcs Front & 2 Pcs. Rear) + 1 Pc Spare

SL02 Front – 4.5 10.0-5 Y801

Rear – 7.1 X 11.0-5 Y801

WET: 1 SET (2 Pcs Front & 2 Pcs. Rear)

AAW Front – 4.0 x 10.0-5 Y805 GP4

Rear – 6.0 x 11.0-5 Y805

6. DRIVER ELIGIBILITY - Age Limit

Drivers who are between 10-13 years of age as of January 01, 2008

7. SPARK PLUG - \***Brand TBC**



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## ROTAX MAX – SENIORS

This class endeavors to provide, at Club level, performance approaching that of conventional 100cc racing karts combined with low running costs and low noise levels. It is expected that the class will continue to evolve during its early life and the promoters reserve the rights to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy and the wishes of competitors. Reference Technical Specifications issued 01-2005.

### A. Chassis – 1 piece

Chassis must be CIK homologated or sanctioned by the authorized Rotax Distributor. Maximum diameter of chassis tubing 32.0 mm rounds tubing only. Rear axle maximum diameter: 50mm. Only one chassis allowed per driver.

### B. Engine – 2 pieces

The only engine permitted in this class is the **Rotax FR125 MAX**. This engine is a single cylinder, liquid cooled, reed valve two strokes. All engines must be sealed between cylinder, crankcases, cylinder head and reed valve block with an official Rotax seal to prevent modification.

All engines are issued with an official identity card. It is the competitor's responsibility to ensure that the numbers inscribed on the engine and seal must correspond with those on the identity card at all times. Only authorized dealers will be issued with seals for use during maintenance of the engines. The identity card must be filled in and signed by the authorized distributor. The engine must be presented at scrutineering with the official class seal intact and the identity card lodged with the scrutineers. The card must be collected by the competitor at the end of the race meeting. Should a seal become damaged, loose or lost during racing it must be reported to the scrutineers before leaving Parc Ferme. The scrutineers may at his discretion re-seal the engine. The new seal number must be entered in the engine's identity card and signed by the scrutineer.

The engine and its ancillaries may not be modified in any way and must conform to the official Technical Specifications. The engine must be raced in standard form as manufactured by Rotax. Filing, grinding, polishing, surface treating, machining or lightening of any component is expressly forbidden. The addition of material to any component is not allowed. All parts used in or on the engine must be of original manufacture or source except where expressly allowed. The engine is to be used with air box, fuel pump, radiator, wiring loom, ignition system and exhaust system as supplied by the manufacturer. The radiator must be fitted to the right hand side of the engine using standard hoses and connections supplied by Rotax.

### C. Carburetor

Dell'orto VHSB 34QD or VHSB 34QS stamped in the housing of the Carburetor. All parts of the carburetor including the body are to be unmodified and run as supplied from the manufacturer. The only adjustments allowed are the main jet, external airscrew, and needle position on the four grooves provided. **Needle jet - FN266. Jet needle K27 or K98. Float marked with "gr 5.2", Slide 40, Idle jet stamped with the digits "30", Idle jet insert stamped with digits "30", Start jet stamped with the digits "60". Settings of the adjustment screws are free.**

### D. INTAKE SILENCER AIR BOX.

The air box supplied with the engine must be unmodified & used with its filter in place.

- In dry race conditions, the air box **MUST** be positioned with inlet trumpets to the bottom of the box.
- In wet conditions i.e. when declared a wet race by the Clerk of the Course, the air box may be fitted in any position.
- If the meeting is declared open – kart on wet tires – position free, Kart on dry tires – position as dry.



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E. Exhaust system

The exhaust system and silencer may not be modified in any way except for the pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. It is permitted to paint the exhaust system with black paint and replace the sound absorption material to retain its efficiency. The use of any other coating/plating is not allowed. Standard exhaust couplings must be used.

F. Transmission

Direct from the engine to the rear axle via a single length of chain. The clutch supplied with the engine must be used with its standard components. No modifications allowed.

G. Brakes

Hydraulic disc brakes

H. Tires

**\*Brand TBC** DRY: Front 4.5 x 10.0-5  
Rear 7.1 X 11.0-5

WET: Front 4.5 x 10.0-5  
Rear 6.0 x 11.0-5

**Total number of slick tires allowed will be 2 sets**

**Total number of wet tires allowed will be 2 sets.**

**Each competitor must put the required number of tires in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tires allowed through the entire race meeting. No additional spare will be allowed**

I. Weight

Minimum weight of the kart and driver shall be 165kg.

J. Age Limit

This class is open to any driver who must have the minimum age of 15 years old before the start of the Series.

K. Equipment

Each driver shall be entitled to submit at Scrutineering the following equipment.

Chassis: 1

Engines: 2

I. License – National / International C Asian Zone.

M. Spark Plug : **\*Brand TBC**

N. REAR BUMPER

All karts should have CIK homologated Rear Bumper mounted securely on their karts.

## **ROTAX MAX VETERAN**

1. Chassis

As per descriptions for Rotax Max Senior

2. Engine

As per descriptions for Rotax Max Senior



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3. Carburettor  
As per descriptions for Rotax Max Senior
4. Weight  
Minimum weight of the kart and driver shall be 165 kgs
5. Age Limit  
Drivers must have celebrated their 45<sup>th</sup> birthday on 1 January 2008
6. Tyres  
As per descriptions for Rotax Max Senior

**Total number of slick tires allowed will be 2 sets**

**Total number of wet tires allowed will be 2 sets.**

**Each competitor must put the required number of tires in Parc Ferme during scrutineering, and he will have the choice on how to use the number of tires allowed through the entire race meeting. No additional spare will be allowed**

7. License – National / International C Asian Zone.

#### 8. **Data Logging and Telemetry**

The use of all systems of telemetry is forbidden.

#### 9. **Race Numbers**

Number plates shall be of plastic and rounded corners with 22 cm. Sides. Numbers shall be at least 15-cm. High and 2 cm. Wide. The number plates must be fitted to the front and rear and must carry **NO** advertising except that assigned by the Organizer. Number plates that are part of the bodywork must be rimmed by a 10 mm. Black line.

#### 10. **Spark Plug - \*Brand TBC**

#### 11. **Rear Bumper**

All karts should have CIK homologated Rear Bumper mounted securely on their karts

## **ROK INTERNATIONAL CUP**

### **TECHNICAL REGULATIONS**

#### 1. **GENERAL**

The kart and any modification must conform to the specific regulations of the Rok Cup and to the General Prescriptions below.

1.1 It is the duty of every Entrant to prove to the Scrutineers and to the Stewards that his kart integrally complies with the Regulations throughout the event.

#### 1.2 **Modifications**

Any modification is forbidden if it is not explicitly authorised by an article of these Regulations or for safety reasons. By modification are meant any operations likely to change the initial aspect, the dimensions, the drawings or the photographs of an original homologated part.



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### 1.3 Adjunction of material or parts

Any adjunction or fixation of material or of parts is forbidden if it is not expressly authorised by an article of these Regulations or for safety reasons. Removed material may not be used again. Rebuilding the frame geometry, following an accident, is authorised by adjunction of the materials necessary for the repairs (additional metal for welding, etc.); other parts which may be worn out or damaged may not be repaired by addition or fixation of material, unless an article of these Regulations authorises it exceptionally.

## 2 CLASSES

Two (2) classes are admitted in the Rok Cup International Final: Junior Rok, Senior Rok.

The karts used in the 3 classes differ from the engine:

Junior Rok	Rok 125cc Junior
Senior Rok	Rok 125cc

(See Identification Sheet of the Rok engine, the Identification Sheet of the Junior Rok engine)

## 3 KART

### 3.1 General Requirements

In compliance with paragraphs 2.1; 2.2 Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 4 CHASSIS

Only chassis are allowed which are CIK FIA homologated 2003/2008 and 2006/2011 and in compliance with paragraph 3, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

Maximum diameter for rear axle is 50mm, thickness according to CIK FIA Technical Regulations.

Front Brake System is not allowed for Juniors; Senior and Master Class will be allowed to use CIK Homologated Front Brake System.

## 5 DIMENSIONS AND WEIGHT

In compliance with paragraph 4, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

Junior Rok Class: Minimum weight of the driver and the kart is 145 Kg.

Senior Rok Class: Minimum weight of the driver and the kart is 155 Kg

## 6 BUMPERS

They are compulsory front, rear and side protections. These bumpers must be made of magnetic steel. For all categories, they must be homologated with the bodyworks. (In compliance with paragraph 5, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations).

## 7 FLOOR TRAY

In compliance with paragraph 6, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 8 BODYWORK

Bodywork must be CIK FIA homologated 2003/2008 or 2006/2011 and in compliance with paragraph 7.1 of Art. 2 *General Prescriptions* CIK FIA Technical Regulations.

## 9 TRANSMISSIONS

In compliance with paragraph 8, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 10 CHAIN GUARD

In compliance with paragraph 9, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.



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## 11 SUSPENSIONS

In compliance with paragraph 10, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 12 BRAKES

Brakes must be CIK FIA homologated 2003/2008 or 2006/2011 and in compliance with paragraph 11, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 13 STEERING

In compliance with paragraph 12, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 14 SEATS

In compliance with paragraph 13, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 15 PEDALS

In compliance with paragraph 14, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 16 ACCELERATOR

In compliance with paragraph 15, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 17 ENGINE

Only Rok engines in compliance with "Rok Identification Sheet" and "Rok Junior Identification Sheet" are allowed;

Only original Vortex components that are specifically designed and supplied for the Rok 125cc, the Junior Rok 125cc.

### 17.1 Modifications

Any modification is forbidden if it is not explicitly authorised by any point of the Rok, Rok Junior Identification Sheet. By modification are meant any operations likely to change the initial aspect, the dimensions, the drawings or the photographs of an original homologated part specified on the Rok, Rok Junior Identification Sheet.

### 17.2 Cylinders

For the Rok, Junior Rok engines the cylinder or sleeve must be cast iron without surface treatment (chroming, nikasil, etc., are forbidden).

Cylinder head: it is allowed to replace the spark plug thread by a heli-coil.

### 17.3 Water Cooling

Limited to one single pump of origin and one single circuit excluding any other possible combination. An additional inner circuit for the normal functioning of thermostats is allowed. Radiators must be placed above the chassis frame, at a maximum height of 50cm from the ground, at a maximum distance of 55cm ahead of the rear wheels axle and they must not interfere with the seat.

### 17.4 Carburettors

Any injection system is forbidden. Any spraying of products other than fuel is forbidden.

### 17.5 Ignition

The ignition must be in compliance with the Rok, Rok Junior Identification Sheet.

On decision of the Stewards, it will be authorised to interchange Entrants' ignition systems for the system supplied by the Organisers (same model).



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## 18 INLET SILENCER

The following inlet silencer is admitted:

Arrow C  
Arrow G  
Arrow F  
Arrow E

As specified on the Rook, Rook Junior Identification Sheets.

## 19 EXHAUST

The exhaust of the Rok engine must be in compliance with the Rok Identification Sheet.

The exhaust of the Junior Rok engine must be in compliance with the Rok Junior Identification Sheet.

The Rok, Junior Rok engine exhaust system shall discharge behind the Driver and shall not operate at the height of more than 45 cm from the ground.

## 20 NOISE

In compliance with paragraph 19, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 21 FUEL TANK

In compliance with paragraph 20, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 22 FUEL

Unleaded commercial quality from tank station, max. 98 octane.

## 23 LUBRICANT

Only CIK FIA agreed lubricants are admitted.

## 24 WHEELS: RIMS AND TYRES

### 24.1 Rims

In compliance with paragraph 22.1, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

### 24.2 Tyres

\***Brand TBC** will supply the types of CIK FIA homologated tyres. 2 sets for Dry and 2 sets for Wets.

4.5 x 10.0-5

4.5 x 10.0-5

7.1 x 11.0-5

6.0 x 11.0-5

## 25 RACING NUMBERS

In compliance with paragraph 24, Art. 2 *General Prescriptions* of the CIK FIA Technical Regulations.

## 26 COMPOSITE MATERIALS

Composite material are banned, except for the seat.

## 27 DATA ACQUISITION

Any data acquisition devices for recording and displaying of any data is allowed

## 28 BATTERY

Only dry or gel batteries are allowed in order to feed the starter and they must be located within the chassis perimeter.

## 29. KART AND EQUIPMENT SAFETY

In compliance with Art. 3 of the CIK-FIA Technical Regulations.

## 30. SPARK PLUG - \*Brand TBC



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## 31. Rear Bumper

All karts should have CIK homologated Rear Bumper mounted securely on their karts

## ENDURANCE RACE

### TECHNICAL REGULATIONS

#### 1. Equipment

Kart Homologation:

- **2 stroke engines up to 125cc**

Or

- **4 stroke engines up to 250cc**

**\*Karts with gearbox NOT permitted**

#### 2. Age requirements

The minimum driver age is 16yrs old and must be a SMSA license holder.

#### 3. Race Duration

3.00pm to 9.00pm

#### 4. Rules & Regulations

- The minimum number of drivers per team is 4 and the maximum per team is 8 drivers, with the minimum of 4 drivers being required to drive in the actual race.
- The endurance race will start by method of "rolling start".
- The winning team is the team that completes the most number of laps within the 6hours of the race.
- Each driver can only driver a maximum of 45mins per session/ stint.
- Refueling can and should only be done at the designated fuel stop section.
- All and any repairs works have to be done by the driver only and within the designated pit area.



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