

## 2010 Technical Rule Changes

### **IKF Sprint**

*“The following changes will be included in the IKF 2010 Competition, Regulations & Technical Manual or published as Rule Updates 30 days prior to a requirement to comply.”*

#### **Section 105: Safety**

105.1.6.1 **2010 is the last year** SA and M **2000** Snell helmets will be legal. The Class C helmet is not recommended for adults.

105.1.6.3.8 Video or recording equipment **will not be allowed** on any part of a driver including their helmet.

105.2.1.4 Wheel bleeders, tire relief valves or pop-offs **will not be allowed**.

Brake lines must be routed to **prevent possible damage** while the kart is in motion.

#### **Section 601: Spec Fuel**

Region 7 will allow Burreis **or** Burreis blend oils (**you can't combine them**) at 8oz/gallon (4oz for Rotax). The Burreis Blend is allowed for those days with temperatures that cause the oil to fall out of suspension.

#### **Section 275: TaG**

275.5.2 The TaG Junior Class age has changed from **12 to 13** years of age.

Entries will only have to demonstrate all starter components are intact and properly connected. They **no longer have to turn over** and/or start the engine.

The new 2009 Leopard is **approved for 2010** competition. The engine will compete with a **15 pound penalty**. The weight penalty will be reviewed within 90 days.

#### **Section 620.50**

HPV pipe: welded end caps have been postponed until **2011**

HPV clutch: A new clutch (like that used on the IAME TaG) is now available. Both will be legal in first 5 race series in Region 7. The new clutch will be required for the next 5 race series.

#### **Section 717 World Formula 4 Cycle**

717.11.3 Exhaust and Intake Lobe measurements now have a minimum spec of **.303in** to be used in conjunction with the current maximum lift measurement of .3085in on the lobe profile chart.

717.16.4 The combustion chamber must now appear ***“as cast”*** instead of passing a no-go test with the Sox #AT 341 tool.

## **Illegal Engines and/or Component Confiscation**

Engines and/or components found to be illegal may be impounded at the discretion of the Technical Director for later evaluation. The decision can be appealed in accordance with Section 508 procedures. If the component is found acceptable for competition, it will be returned to the competitor at IKF expense. If the item is found to be illegal, it becomes property of the IKF. Refusal to surrender an engine or component can result in a **12 month suspension** from completion.

## **Class Changes**

Super Sportsman Senior with HPV-3 or RLV-3 pipe will run with 7.1/11.0-5 tires vs. the 6.0/11.0-5's in the 2009 rules (moves from tire group II to group III).

New spec PRD Classes will be offered in Region 7 for Junior 2 through Master's competitors. A comprehensive set of weights and other standards will be published on the IKF Web Site. Most noteworthy will be an **engine claiming option** patterned after other motor sport venues.

## **CR125 Spec Honda (SKUSA)**

Effective January 1, 2010,

Only **1999 reed cage assemblies** will be allowed, with no additional modification or components such as reed stiffeners permitted. Aftermarket direct replacement reed petals will be allowed.

**Only 1999 CR125 intake manifold** (boot) may be used. While the use of the RS manifold was originally allowed to facilitate the mounting of larger seats it has since become a routine performance enhancement regardless of seat size. With the discontinuance of this part by Honda, it has become increasingly difficult to find and therefore expensive. While we concede that in some instances the fitment of larger seats might be slightly easier with the RS manifold it is by no means impossible with the CR manifold. The SKUSA management team has been studying this for a number of months and has numerous photos showing Large and XL seats in use with the CR manifold.

We have been increasingly concerned with the number of complaints received from SKUSA competitors about the decreased piston life that many are experiencing from detonation. While we understand the quest for performance, the basis for the success of the Stock Honda class has been its legendary reliability. Therefore, the option of **modifying the static timing by removing or machining the steel LH timing plate and/or grinding the aluminium stator base plate will no longer be permitted.** SKUSA will

supply, at no cost, unmodified steel plates to those who request them. Should demand require, we are prepared to supply SKUSA branded CNC machined replacements with the same specifications as the stock steel plate.

“Squish” or deck height measurement through the spark plug hole will be a **minimum of .050**” using .060” solder.

**Only 1999 ignitions** and components will be allowed.

## **Rotax (Gatorz Challenge of America)**

The Mojo **W2 Rain tire is now the spec rain tire** for the Gatorz Challenge of the Americas and Gatorz Karting Cup.

**Full width** rear bumpers are required in all classes.

The new clutch **bearing with o-ring** is required in all classes.