



# Canadian Karting Challenge



Junior, Senior and Masters 125 CC Open Shifter

Supplementary Regulations

## 1. Class Organization and Supervision

The Coordinator and Supervisor of the class is Lloyd Shearer. At the event, all matters from the Open Shifter competitors will go through Lloyd.

## 2. Regulation

In general, Regulation will follow the 2016 ASN Canada FIA rule books. Protests may be lodged strictly following the ASN Karting Book 1 Sporting Regulation ([www.asncanada.com](http://www.asncanada.com)) procedures, forms and timing. There will be no appeals allowed on Sporting or Technical decisions. Lloyd Shearer will be the final deciding person except in the case of personal conflict.

## 3. Engine Eligibility

The 2016 CIK/FIA rule book for the 125cc shifter motors.

If a driver wishes to enter a motor other than the TM, ROK, or Maxter, the driver is responsible to supply a copy of the current CIK-FIA homologation sheet for the motor.

**Transmission:** Homologated by CIK-FIA (including the primary gear ratio) Cassette type transmission assemblies are not allowed. No other modifications allowed.

**Shifting:** Mechanical gearbox control only. No ignition interrupt systems are allowed.

### a) Junior

Only TM, KZ10, KZ10B, ZK10C

### Carburation:

Dellorto 30mm Carburation Settings: Starting Needle K98, Motion Tube DQ270, Inner Jet 60, Outer Jet 60. Main Jet open. Whole size Carburation cannot exceed factory spec, Cannot be polished.

Or

Dellorto 26mm Carburation Setting: Main Jet open. Whole size carburation cannot exceed factory spec and cannot be polished.

**Squish Gap - Junior:** The Squish gap must be measured on the left and right side in the direction of the piston pin and must be a minimum of 1,20 mm.

**Engine Cylinder:** No Machine work, no porting and no modifications allowed.

**Parts Interchangeability:** Parts may NOT be interchanged

**Air Box:** As per current or prior CIK homologation. KZ must conform to current CIK rules. Max whole size 23mm

**Exhaust Port opening:** Total CIK/FIA exhaust duration is a minimum of 190° to 193° maximum for all approved ICC engines. To be read with a degree wheel of a minimum diameter of 200mm or with a digital device.

**Exhaust Reducer Flange:** Maximum 30mm opening.

#### **b) Senior**

TM, KZ9, KZ10, KZ10B, KZ10C, ROK or Maxter

**Carburetor:** Must be Dellorto VSH 30.

#### **Combustion Chamber Y:**

Junior – Minimum 16cc (measured with as LAD tool)

Senior/ Masters – 13.4cc (measured with a LAD tool)

**Expansion Chamber:** Must be homologated to the engine manufacture.

## **4. Class Eligibility**

<b>CLASS</b>	<b>LICENCE</b>	<b>AGE</b>	<b>ENGINE SPECS</b>	<b>LBS</b>
JUNIOR	C+	12 <sup>th</sup> Birthday during current calendar year	CIK/ROK	350
SENIOR	B / A	15 <sup>th</sup> Birthday during current calendar year	CIK/ROK	385
MASTER	B / A	30 <sup>th</sup> Birthday during current calendar year	CIK/ROK	410

## **5. Driver Eligibility for the 125 Open Shifter Classes**

### **a) Residents of Canada**

Canadian residents must be members in good standing of any ASN Canada FIA Affiliated kart club. They may enter any Class provided they possess the appropriate ASN National Grade license, their kart meets the appropriate technical requirements, and the driver meets the entry qualifications for their particular class.

### **b) Residents of the USA**

For all classes, residents of the USA must possess a current and valid License/membership issued by the World Karting Association or possess a USAC license.

### **Foreign Drivers**

Foreign drivers are non-Canadian and non-USA drivers and must possess a current and valid National License issued by the ASN of their home country.

## **6. Engine Fuel**

VP Racing MS98

**Please note:** Junior will be allowed to run Sunoco 94 with no additives.

## **7. Authorized Engine Oil**

Motul KART Grand PRIX 2T

## **8. Weight**

TM KZ, TM KZB – 350lbs

TM KZC – 360lbs