

BNL KARTING SERIES




BELGIAN NEW LEADING SERIES

TECHNICAL REGULATIONS 2017




DD2 / DD2 MASTERS



DD2 & DD2 MAX MASTERS

<p>1. <u>Chassis</u></p>	<p>Only 1 chassis is allowed. Chassis has to be CIK homologated.</p> <p>On each chassis and each engine which will be used for the race (including the qualifying and finals) an identification number needs to be tapped in. The driver needs to fill out the numbers of the engines and the chassis on the technical sheet. During the race drivers can only use the engine(s) and the chassis what have been filled out on the technical fiche! Wrongly filled out numbers and/or using double numbers and racing with equipment which was not filled out on the paper will be considered as fraud and will be punished with a disqualification for the concerned part of the event.</p>		
<p>Main chassis tube</p>	<p>Must be according the CIK homologations.</p>		
<p>Rear axle</p>	<p>The rear axle must be magnetic and <u>only 40mm diameter is allowed</u>. The minimum wall thickness of the hollow rear axle must be 2,9mm. CIK sticker is not compulsory.</p>		
<p>2. <u>Brakes</u></p>	<p>Hydraulic front & rear brakes are mandatory!</p> <p>Compulsory double control (= 2*cable min 1.8mm or rod + cable min 1.8mm).</p>		
<p>3. <u>Rims</u></p>	<p>Aluminium or magnesium / diameter of 5 inch. Not a single matter can stick out of the rim (example: rear axle, fuse, ...) And there may nothing be added between the tyre and the rim.</p>		
<p>4. <u>Tyres</u></p>			
<p>Slicks</p>	<p>Apex "VAM"</p>	<p>Front 10x4.5 – 5</p>	<p>Rear 11x7.1 – 5</p>
<p>Rain tyres</p>	<p>Apex Wet</p>	<p>Front 10x4.2 – 5</p>	<p>Rear 11x6.0 - 5</p>
	<p>Slick race tyres must be ordered in advance through the organisation by means of a voucher (see sporting regulations).</p> <p>Two sets of tyres is allowed for each meeting. It is allowed to mix the tyres during the event. Number of rain tyres is free.</p> <p>It is not allowed to modify the tyres. The brand name, code number, barcode and the indications always need to be visible on the tyres.</p>		
<p>5. <u>Rear bumper</u></p>	<p>Only the original DD2 rear bumper is allowed (Rotax part no. 281 570) It is legal to use the orange or red colour roller (not combined) All parts (incl. nuts and bolts) of the rear bumper has to be fitted.</p>		
<p>6. <u>Front bumper</u></p>	<p>Only a CIK homologated front clickable bumper is allowed.</p>		
<p>7. <u>Chassis protection</u></p>	<p>Chassis protection is allowed on the kart after approval by the Technical Scrutineering.</p>		
<p>8. <u>Fuel tank</u></p>	<p>The fuel tank must be fitted properly at the appropriate place. All vents must culminate in a reservoir.</p>		

<p>9. <u>Fuel</u></p>	<p>It is only allowed to use fuel with a maximum of 98 octane. Checks will be done with a Digatron DT-47FT fueltester which is calibrated in pure liquid cyclohexane. If the value (result) of the check is higher than +60 the driver will be disqualified. Each race the organisation will recommend a fuel station. If fuel is changed by the organisation, the driver will receive, from the designated fuel station, 98 octane fuel that is mixed with 2% Denicol Syn 100. It is not allowed to add any product to the fuel, except 2-stroke oil.</p>
<p>10. <u>Weight</u></p>	<p>Minimum of 175 kg with the driver and the full race gear.</p> <p>Drivers who are lighter than required shall attach extra weight on their kart, until they reach the prescribed weight. Lead may only be installed on the chassis or on the seat. The Technical Scrutineering can force each driver to mount the lead on another place.</p> <p>The addition weight shall be mounted that everyone's security is guaranteed at all times:</p> <ul style="list-style-type: none"> • Up to 3kg: at least with 2x M6 bolts • Up to 6kg: at least with 2x M8 bolts • Up to 10kg: at least 4x M8 bolts
<p>11. <u>Seat</u></p>	<p>The seat have to be fixed at minimum 4 places, 2 at the top (left and right) and 2 below (left and right) All seat supports have to be fixed with washers with a minimum thickness of 1,5mm and a diameter of 40mm On the engine side maximum one additional seat support is allowed to be used. The additional seat support must be fastened to the engine using the threaded hole designed for this purpose.</p> <div data-bbox="692 1093 1294 1464" data-label="Image"> </div>
<p>12. <u>Radiator</u></p>	<p>Only the radiator with cooling flap is allowed. (Rotax part no. 295 928)</p> <p>Tape is not allowed.</p> <div data-bbox="1054 1552 1449 2024" data-label="Image"> </div>

<p>13. <u>Engine</u></p>	<p>Engine type : 125 MAX DD2 and 125 MAX DD2 EVO are both legal to be used. Only cylinders marked 613 933, 613 931 or 613 930 are legal to be used. Eventually introduction of the single core cylinder will NOT legal to be used.</p> <div style="display: flex; justify-content: space-around;">    </div> <p>Only engines with a ROTAX ID-card and seal are allowed. European regulations will be followed if not stated otherwise. Belgian drivers need to drive with a Belgian engine. For all that is not specified in these regulations the Technical Regulations from RGMMC apply for this class.</p>																								
<p>14. <u>Squish</u></p>	<p>DD2 Max and DD2 Masters Max = minimum 1,30mm</p>																								
<p>15. <u>Combination of ignition system, carburettor</u></p>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: center;">The combinations of components is limited to following specifications</th> <th colspan="2" style="text-align: center;">125 MAX DD2 / DD2 Masters</th> </tr> <tr> <th style="text-align: center;">Components / Combinations</th> <th style="text-align: center;">1</th> <th style="text-align: center;">2</th> </tr> </thead> <tbody> <tr> <td>Ignitions system Denso</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>Ignitions system Dellorto (EVO, with CDI Rotax part no. 666 816)</td> <td></td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Exhaust valve, pneumatic timed</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>Exhaust valve, electronic timed</td> <td></td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Carburetor QS / QD</td> <td style="text-align: center;">✓</td> <td></td> </tr> <tr> <td>Carburetor XS</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> </tr> </tbody> </table> <p>The ECU is still legal also if the sticker is unreadable or disappeared. To check the ECU, ECU tester from Rotax (276 230) must be used.</p> <p>For specific carburetor regulations see the Specific Carburetor regulations VHSB 34 XS and VHSB QS / QD</p>	The combinations of components is limited to following specifications	125 MAX DD2 / DD2 Masters		Components / Combinations	1	2	Ignitions system Denso	✓		Ignitions system Dellorto (EVO, with CDI Rotax part no. 666 816)		✓	Exhaust valve, pneumatic timed	✓		Exhaust valve, electronic timed		✓	Carburetor QS / QD	✓		Carburetor XS	✓	✓
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<p>16. <u>Sparkplug / sparkplug holders</u></p>	<p>Allowed sparkplugs are :</p> <ul style="list-style-type: none"> • NGK – GR8DI-8 (Rotax part no. 298 102) • NGK – GR9DI-8 (Rotax part no. 298 103) <p>Allowed sparkplug holders are :</p> <ul style="list-style-type: none"> • Black, marked with "NGK TB05EMA" • Red, marked "NGK" 																								

<p>17. <u>Start number, number plate & name</u></p>	<p>Each driver must mount the right starting numbers, colour of the number plate and the name on the kart.</p> <p>DD2 Masters Background : GREEN Numbers : WHITE The numbers will range from 650 to 699</p> <p>DD2 Background : YELLOW Numbers : BLACK The numbers will range from 601 to 649.</p>
<p>18. <u>Gear</u></p>	<p>The following combinations of gear ratio are legal to be used :</p> <p>Drive gear / Driven gear 32 / 65 33 / 64 34 / 63 35 / 62 36 / 61 37 / 60 38 / 59</p>
<p>19. <u>Exhaust</u></p>	<p>The following exhaust is mandatory: The last type of the EVO exhausts (version 3): (Rotax part no. 273 180) tuned pipe with 180° elbow and silencer are two separate pieces. The silencer is fixed with maximum 3 springs to the 180° elbow and three springs to the tuned pipe. The silencer has to be mounted in a position where the direction of the 90° elbow outlet (direction of the hot exhaust gasses) does not harm any component of the chassis. To fit a 3rd original spring (crosswise at the ball joint connection between 180° elbow and silencer) is an allowed option. The original design silencer end cap with 90° is mandatory to be used.</p> <div data-bbox="550 1467 1300 1803" style="text-align: center;"> </div> <p>Only exhaust sockets with gasket ring are legal to be used. The measurement (C) must be at least 15,5 mm.</p>

<p>20. <u>Cameras</u></p>	<p>Drivers may use a camera if mounted in an appropriate way and accepted by the Technical Scrutineering. Helmet cameras are not allowed. Clips, etc, for mounting the camera, may not be fit on the helmet</p>
<p>21. <u>Equipment</u></p>	<p>A driver must be equipped and appear for inspection with the following gear: (see time table)</p> <ul style="list-style-type: none"> - Complete equipment must comply with the CIK regulations - A turbo visor is allowed in case of rain - Good gloves which cover the entire hand - High shoes that cover and protect the ankles. - The responsible doctor on the event may, for safety reasons, disapprove certain types of breast, neck or rib protections. - A neck protection is not required yet recommended - From the moment when the driver goes on track, he or she must wear the mandatory clothes as described in this article.
<p>22. <u>RACB</u></p>	<p>These regulations are approved by the RACB. The Dutch version of these regulations forms the basis in case of a dispute.</p>
<p>23. <u>NOTE</u></p>	<p>For all that is not specified in these regulations the Technical Regulations from RGMMC / Rotax BRP apply for this class.</p>