

BNL KARTING
SERIES




***BELGIAN NEW LEADING
SERIES***

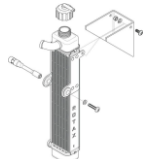
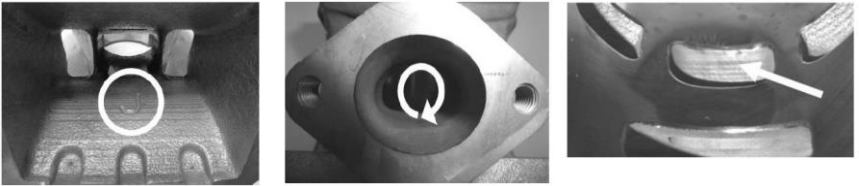
**TECHNICAL
REGULATIONS 2017**

MICRO MAX

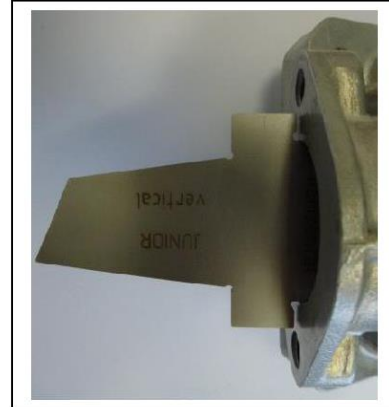


MICRO MAX

1. <u>Chassis</u>	<p>Each chassis has to be according to the CIK FIA prescriptions. Only one chassis is allowed.</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 form! 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>		
Wheel base	900mm +/- 50mm		
Maximum width	1200mm		
Main Chassis tube	Diameter 28mm x 2 mm & magnetic		
Rear axle	The rear axle must be magnetic and <u>max. 30mm diameter is allowed.</u> The minimum wall thickness of the hollow rear axle must be 4,9mm. CIK sticker is not compulsory.		
2. <u>Brakes</u>	<p>Only hydraulic and exclusively working on the rear axle. Front brakes are not allowed.</p> <p>Compulsory double control (= 2*cable min 1.8mm or rod + cable min 1.8mm).</p>		
3. <u>Rims</u>	<p>Aluminium or magnesium / diameter of 5 inch.</p> <p>No single matter may stick out of the rim (example: rear axle, stub axle, ...)</p> <p>Nothing may be added between the tyre and the rim.</p>		
Front rim	120mm, measured from outside (+/- 5mm tolerance)		
Rear rim	150mm, measured from outside (+/- 5mm tolerance)		
4. <u>Tyres</u>			
Slicks	Mojo C2	Front 10x4.0 – 5	Rear 11x5.0 – 5
Rain	Not allowed		
	<p>Slick race tyres must be ordered in advance through the organisation by means of a voucher (see sporting regulations).</p> <p>Only one set of tyres is allowed for each meeting.</p> <p>The race tyres are already mandatory from the warm-up session on.</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>After each part of the race the tyres and rims have to stay in the Parc Fermé.</p>		
5. <u>Rear bumper</u>	The rear bumper must cover at least 2/3 of the rear wheels. Only plastic rear bumpers are allowed.		
6. <u>Front bumper</u>	Only a homologated front bumper is allowed.		
7. <u>Chassis protection</u>	Chassis protection is allowed on the kart after approval by the Technical Scrutineering.		
8. <u>Fuel tank</u>	The fuel tank must be fitted properly at the appropriate place. All vents must culminate in a reservoir.		

<p>9. <u>Fuel</u></p>	<p>It is only allowed to use fuel with a maximum of 98 octane.</p> <p>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.</p> <p>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 108 kg with the driver and the full race gear.</p> <p>Drivers that 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 in a different place.</p> <p>The additional weight shall be mounted so 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 has to be fixed at minimum 4 places, 2 at the top (left and right) and 2 below (left and right)</p> <p>All seat supports have to be fixed with washers with a minimum thickness of 1,5mm and a diameter of 40mm</p>
<p>12. <u>Radiator</u></p>	<p>Only the radiator with cooling flap is allowed. (Rotax part no. 295 923)</p> <p>Tape is not allowed.</p> 
<p>13. <u>Engine</u></p>	<p>Engine type : Micro Max EVO. Only cylinders marked 223 994 and showing a cast letter mark (e.g. "J") in the inlet port show a fully CNC machined exhaust port and fully CNC machined top edge of the central boost port are legal to be used. All other types are banned.</p> 

The horizontal and vertical dimensions of the exhaust port (cylinder 223 994 with fully CNC machined exhaust port only) have to be checked with the template (Rotax part no. 676 240). The template has to be moved in horizontal- and vertical position as far as possible into the exhaust port. In both directions the template may not touch the exhaust socket flange



Exhaust port timing

The "exhaust port timing" (distance from the top of the cylinder to the top of the exhaust port) has to be checked by means of the designed template (Rotax part no. 277 042).



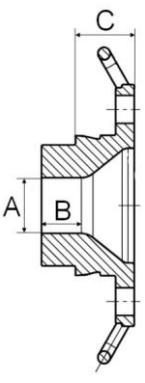
Insert the template (take care to use the JUNIOR gauge) into the cylinder, and move the template (at the highest point of the exhaust port) as far as possible into the exhaust port.



In this position the template may not touch the cylinder wall.

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 Rotax BRP apply for this class.

<p>14. <u>Squish</u></p>	<p>125 Micro MAX minimum = 2,40 mm To achieve the defined minimum squish gap one spacer (Rotax part no. 626 420), with same shape as cylinder base gasket, in combination with at least two cylinder base gaskets (one below the spacer and one above the spacer) must be used. The squish gap must be measured with a certified slide gauge and by using a 3 mm tin wire (Rotax part no. 580 132).</p>
<p>15. <u>Carburettor</u></p>	<p>Only the Dellorto VHSB 34 XS carburettor is allowed. All other types are banned. For specific regulations for this carburettor see the Specific Carburettor Regulations VHSB 34 XS.</p>
<p>16. <u>Ignition / ECU</u></p>	<p>Dellorto ignition and 2016 ECU nr. 666814 are mandatory. The ECU is labelled with a sticker. The ECU is still legal also if the sticker is unreadable or has disappeared. To check the ECU, ECU tester from Rotax (276 230) must be used.</p>

<p>17. <u>Sparkplug / Sparkplug holder</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>18. <u>Start number, number plate & name</u></p>	<p>Each driver must mount the correct starting numbers, colour of the number plate and the name on the kart.</p> <p>Background : RED Numbers : WHITE The numbers will range from 001 to 99. The number that you choose for the first race will be your number along the entire season. The numbers must be clearly visible on the two sides, rear and front spoiler. The drivers name must be mounted on the two sides.</p> <p>Only the winner of last season, has the right to claim number 1.</p>
<p>19. <u>Gear</u></p>	<p>Engine sprocket : 14t Only the original Rotax sprocket marked "ROTAX" is allowed to use. Rear axle sprocket : 72t, type 219</p>
<p>20. <u>Exhaust</u></p>	<p>Only one exhaust system is allowed and will be provide of the organisation.(Rotax part no. 273 132, including cover 273 098)</p>  <p>The inner diameter of the elbow outlet at the silencer end cover has to have a minimum measurement of 21 mm Exhaust leakage is not allowed (oil may not be visible) The use of 4 exhaust springs is mandatory (between exhaust and cylinder) It is prohibited to alter, damage or modify the exhaust and it components in any possible way. After each qualifying and race the exhaust will be held in Parc Fermé.</p>
<p>21. <u>Exhaust restriction</u></p>	<p>Only exhaust sockets with gasket ring are legal to be used.</p>  <p>Diameter (A) must apply for a length (B) of at least 12 mm. Maximum inner diameter (A) of exhaust sockets are:</p> <p>125 Micro MAX: 18,00 mm +/- 0,3 mm</p> <p>The measurement (C) must be at least 18,5 mm. No modification is allowed.</p> 
<p>22. <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 fitted on the helmet.</p>

23. <u>Equipment</u>	<p>A driver must be equipped and appear for inspection with the following gear: (see timetable)</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 mandatory in the Micro Max <p>From the moment when the driver goes on track, he or she must wear the mandatory race gear as described in this article.</p>
24. <u>RACB</u>	<p>These regulations are approved by the RACB. The Dutch version of these regulations forms the basis in case of a dispute.</p>
25. <u>NOTE</u>	<p>For all that is not specified in these regulations the Technical Regulations from RGMMC / Rotax BRP apply for this class.</p>