

**BNL** KARTING  
SERIES

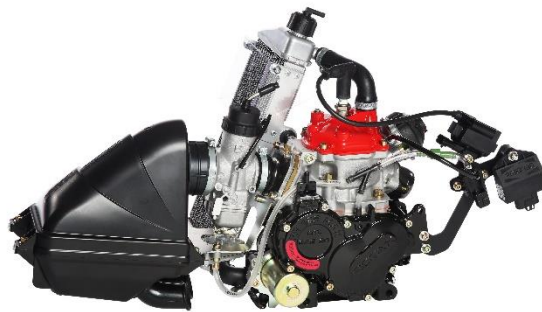


***BELGIAN NEW  
LEADING SERIES***


**TECHNICAL  
REGULATIONS** **2017**

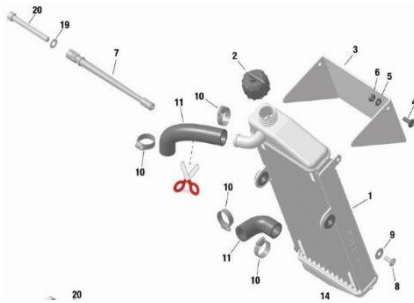

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***SENIOR MAX***



# SENIOR MAX

<p><b>1. <u>Chassis</u></b></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 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>		
<p><b>Main chassis tube</b></p>	<p>Must be according the CIK homologations.</p>		
<p><b>Rear axle</b></p>	<p>The rear axle must be magnetic and <u>only 50mm diameter is allowed</u>. The minimum wall thickness of the hollow rear axle must be 1,9mm. CIK sticker is not compulsory.</p>		
<p><b>2. <u>Brakes</u></b></p>	<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>		
<p><b>3. <u>Rims</u></b></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><b>4. <u>Tyres</u></b></p>			
<p><b>Slicks</b></p>	<p>Apex by VEGA "VAM"</p>	<p>Front 10x4.6 – 5</p>	<p>Rear 11x7.1 – 5</p>
<p><b>Rain tyres</b></p>	<p>Apex by VEGA "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.</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><b>5. <u>Rear bumper</u></b></p>	<p>The rear bumper must be CIK homologated and cover at least 2/3 of the rear wheels.</p>		
<p><b>6. <u>Front bumper</u></b></p>	<p>Only a CIK homologated front clickable bumper is allowed.</p>		
<p><b>7. <u>Chassis protection</u></b></p>	<p>Chassis protection is allowed on the kart after approval by the Technical Scrutineering.</p>		
<p><b>8. <u>Fuel tank</u></b></p>	<p>The fuel tank must be fitted properly at the appropriate place. All vents must culminate in a reservoir.</p>		

<p><b>9. <u>Fuel</u></b></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><b>10. <u>Weight</u></b></p>	<p>Minimum of 166 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.          The addition weight shall be mounted that everyone's security is guaranteed at all times:</p> <ul style="list-style-type: none"> <li>• Up to 3kg: at least with 2x M6 bolts</li> <li>• Up to 6kg: at least with 2x M8 bolts</li> <li>• Up to 10kg: at least 4x M8 bolts</li> </ul>
<p><b>11. <u>Seat</u></b></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</p>
<p><b>12. <u>Radiator</u></b></p>	<p>Only the radiator with cooling flap is allowed.          (Rotax part no. 295 928)</p> <p>Tape is not allowed.</p> 
<p><b>13. <u>Engine</u></b></p>	<p>Engine type : Senior Max EVO. Only cylinders marked 223 993 are allowed to use. Eventually introduction of the single core cylinder will NOT legal to be used.</p> <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 RGMCC apply for this class.</p> 

14. <u>Squish</u>	Senior Max = minimum 1,00mm
15. <u>Carburetor</u>	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.
16. <u>Ignition / ECU</u>	Dellorto ignition and 2017 ECU Rotax part nr. (666 815) are mandatory. The ECU is labelled with a sticker. 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.
17. <u>Sparkplug / Sparkplug holders</u>	<p>Allowed sparkplugs are :</p> <ul style="list-style-type: none"> <li>• NGK – GR8DI-8 (Rotax part no. 298 102)</li> <li>• NGK – GR9DI-8 (Rotax part no. 298 103)</li> </ul> <p>.</p> <p>Allowed sparkplug holders are :</p> <ul style="list-style-type: none"> <li>• Black, marked with "NGK TB05EMA"</li> <li>• Red, marked "NGK"</li> </ul>
18. <u>Start number, number plate &amp; name</u>	<p>Each driver must mount the correct starting numbers, colour of the number plate and the name on the kart.</p> <p>Background : YELLOW Numbers : BLACK The numbers will range from 201 to 299</p> <p>Only the winner of last season, has the right to claim number 201. 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>
19. <u>Gear</u>	<p>The gear ratio is free. Only the original Rotax sprocket marked "ROTAX" is allowed to use. Rear sprocket has to be type 219</p>

<p><b>20. Exhaust</b></p>	<p>The following exhaust is mandatory:          The last type of the EVO exhausts (version 3):          (Rotax part no. 273 078) tuned pipe with 180° elbow and silencer are two separate pieces. The silencer is fixed with 2 springs to the 180° elbow and two 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> <p>Only exhaust sockets with gasket ring are legal to be used.          The measurement (C) must be at least 15,5 mm.</p>
<p><b>21. Cameras</b></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><b>22. Equipment</b></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"> <li>- Complete equipment must comply with the CIK regulations</li> <li>- A turbo visor is allowed in case of rain</li> <li>- Good gloves which cover the entire hand</li> <li>- High shoes that cover and protect the ankles.</li> <li>- The responsible doctor on the event may, for safety reasons, disapprove certain types of breast, neck or rib protections.</li> <li>- A neck protection is not required yet recommended</li> </ul> <p>From the moment when the driver goes on track, he must wear the mandatory race gear as described in this article.</p>
<p><b>23. RACB</b></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><b>24. NOTE</b></p>	<p>For all that is not specified in these regulations the Technical Regulations from RGMMC / Rotax BRP apply for this class.</p>