

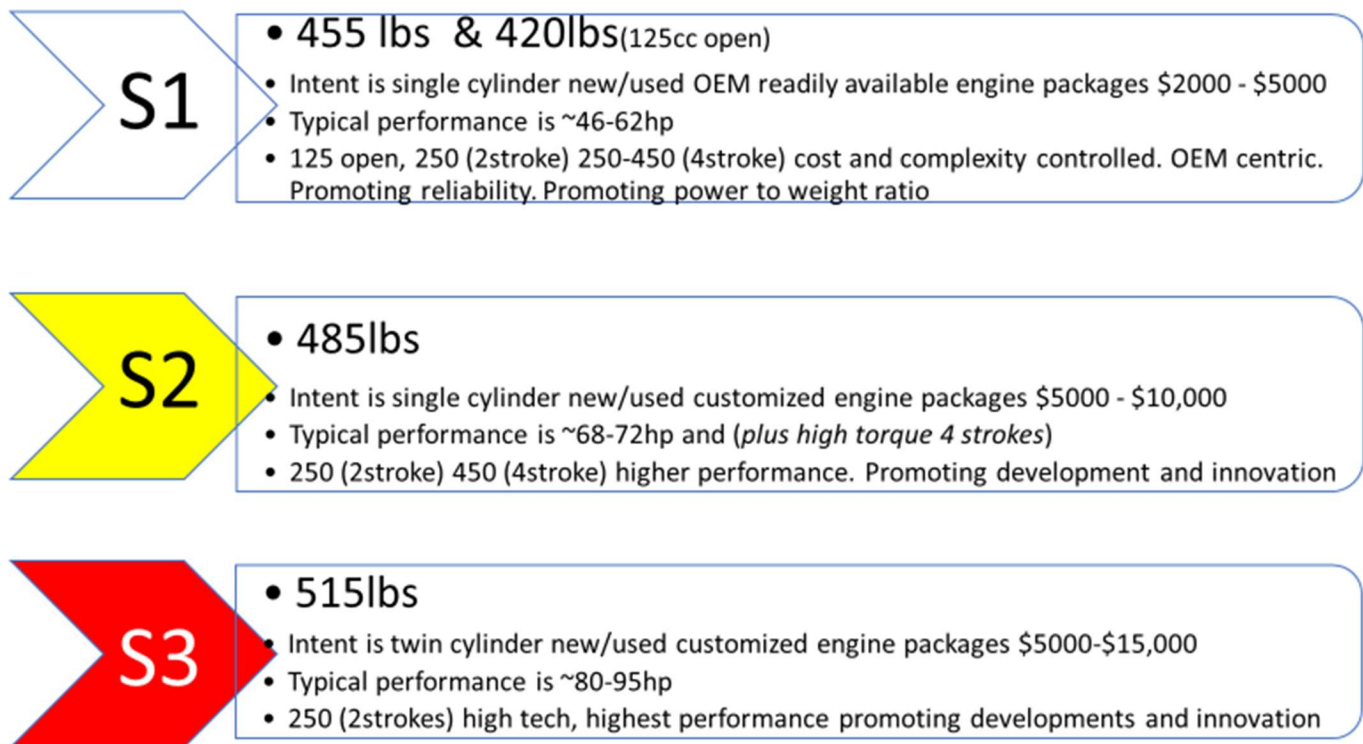
Statement

West Coast Club Officials have generally agreed alignment to one set of Superkart rules for 2020. Superkart to score together until further such a time that any one package averages sufficient entries (5+) to separate it again. The rules will remain fluid and will be addressed by the collective participating clubs if a need to adjust becomes apparent.

Objective Strategy – We are solving uniquely for West Coast USA. To nurture participation in Superkart and by encouraging the fast to be fast while increasing attainable reliable performance of the entry level packages.

- **Encouraging West coast travel participation with rules alignment between NCK, PSRRA, PKA, NWRR.**
- **Having all Superkarts racing together, not spread across different run groups**
- **Encourage participation by driver participation with all packages.**
- **Encourage new drivers starting with basic 250/450 singles or open 125cc's**
- **Encourage growth of Super Singles and Twins as high tech, higher spend, highest performance**

Choose which package suits you to run in the combined Superkart Class at NCK



Race Format of One Class; “Superkart” comprising starting grid in order of groups from Pole - S1,S2,S3. Each group will maintain a race director imposed gap to the group ahead during the formation lap. Racing starts from green flag so passing within the group is allowed from green flag but no driver will pass into the group ahead until after the start finish line. SK3 passing into SK2 group or SK2 passing into SK1 group before the start finish results in immediate black flag exclusion. Basically, if the 10 second gap is respected premature group passing will not be an issue.

Positions within class are set format by regional club discretionary format (entry, qualifying, practice, race,, random etc)

Race day results are “Superkart” 1st 2nd 3rd for overall with any awards at regional discretion.

Full season Class trophies based upon points based upon regular participation and points, at regional discretionary format (3) groups with common Superkart centric bodywork rules encouraging broad compliance and similar looking equipment on track together racing together for exciting results. **Consider that** running a small overall catchment mix still requires

the year end prize winners to attend regularly, finish regularly and build points across all types of track – long high speed or short twisty. Any dominant winner will have to be broadly consistent.

General Rules

Assume that it is illegal unless explicitly documented to be legal. Check with your club officials before, not after!

All Superkart packages to follow kart/bodywork recognized from the IKF ICE 2018 which are basically as follows; to consist of a front nose, driver bubble, left/right side pod and rear wing all material to be non-metallic. Designs to be CIK or Superkart OEM centric however – Safety First!

- S1 125cc Open does not require rear wing however full nose and bubble are mandatory.
- Length: 86" maximum, including all bodywork and bumpers. Bumpers to be at rear most of kart.
- 6" wheels mandatory unless CIK 125cc within SK1 which may use 5". A braking systems in all classes that must provide four-wheel braking and include two independent master cylinders to control front and rear brakes. No carbon rotors
- Radios & Cameras: Two-way communication systems and cameras are allowed as per rules

SK1

1. Motor Cycle derived mass-produced single cylinder two-stroke with maximum of 250cc or four-stroke up to 450cc. Engine equipment readily available to anyone. KTM450, Honda CR250, Yamaha YZ250, Rotax 257,TM Moto 250, Suzuki RM250, Honda CRF250-450, Yamaha YZF250-450. KZ, Honda Cr125, RS125, KZ, IAME 175cc
2. OEM components unless otherwise stated
3. No on-board Electric Starter motors unless stock OEM
4. No electronic gearshift aids
5. Aftermarket ignition is allowed
6. Stock appearing however head girdles are permitted
7. 250/450 OEM standard bore and stroke std bore/rod length/valve size/camshaft(s). Aftermarket rods are allowed
8. Aftermarket heads allowed combustion chamber is free – single sparkplug
9. 125/175 engines maybe modified beyond homologation but not to exceed the OEM displacements
10. 250cc two-stroke max 41.5 mm carb – Keihin PWK Pro-Series, Mikuni TMX 41.5mm (ESR and Viper)., Dellorto motocross OEM. 125/175cc carb – open. Four-stroke carb – stock
11. Four-Stroke engines – stock OEM engine with aftermarket pistons and rods, gas flowing cylinder head, baffling sumps allowed.
12. CIK homologated airboxes, any Air filters or open bell mouth are allowed, all subject to event noise restrictions
13. OEM gear count transmission but ratios are free
14. Club fuel specifications apply – explicitly – no oxygenated fuels.
15. CIK Sprint type chassis are permitted with mandatory Superkart style nose/bubble, with optional full floors or wings. Either CIK Sprint or Superkart side pods are required
16. Rear Wing assembly is optional for 125/175cc
17. Weight minimum 420lbs (125 open) 455lbs (all other)
18. Number panel – white with black number



SK2

1. Any two stroke Single Cylinder with maximum of 250cc. Any single cylinder four stroke with max of 450cc
Approved examples but not limited to; Gas Gas 250 WiWa, DEA250, Viper SK250, THR250, Rotax 257, Rotax 244, Yamaha YZ250 or YZF450, Honda CR250 or CRF450, KTM 250 or KTM450F, TM Moto 250, Suzuki RM250
2. On board Electric starter motor is allowed
3. On board Electric water pump is allowed
4. Auto Paddle shift or shift interrupt are allowed
5. Bore and stroke combination is open but not to exceed the above displacements
6. Aftermarket heads, cylinders and internals are allowed in two-stroke and four-stroke
7. Carburetor is open but NO fuel injection. No turbo/super charging or nitrous oxide systems
8. Ram airboxes and CIK Air type airboxes are open
9. Transmission: Open but maximum of six speeds, any ratio and permissible with auto paddle shift or Ign interrupt
10. VP Q16 fuel is allowed
11. Cooling System open however Coolant must NOT contain any oil based or ethyl glycol based additives. Water Wetter is allowed. Catch cans are required if your system is designed to allow it
12. Weight 485 lbs
13. Number panel yellow with black numbers



SK3

1. Any Two-cycle twin cylinder engine with a maximum of 250cc. Any two-cycle twin engine 125cc (250cc total) Any Four-cycle Twin Cylinder engines 450 -550cc. Approved examples but not limited to: Honda RS250, Yamaha TZ 250, Aprilia RXV/SXV 450/550, BRC 250, FPE 250, SGM 250, DEA250, VM250 and PVP250
2. On board Electric Starter motor is allowed
3. Internal modifications, bore and stroke combination and aftermarket components are free up to 250cc
4. Carburetor is open but NO fuel injection. No turbo/super charging or nitrous oxide systems
5. Ram air boxes and CIK Air type air boxes are open
6. Transmission: Open but maximum of six gears and any ratios
7. VP16 fuel is allowed
8. Cooling System open
9. Weight minimum 515lbs
10. Number panel red with white numbers



Just for reference

	250/450 all Singles Superkart	250 Twin Superkart
2018 Weights - Europe – UK	458 lbs.	480.6 lbs.
2020 NCK	455 lbs. (SK1) 485 lbs. (SK2)	515.0 lbs. (SK3)

Club officials may adjust the **10 second group gaps down – at discretion**