



# KLASSIK KART-CLUB DEUTSCHLAND



## Race Regulations Internationaler Klassik-Kart Pokal 2012

**Organizer:** Karting Club Burg Brüggen e.V. im DMV  
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in cooperation with the

KKCD im KCD 90  
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Valid for all drivers, applicants with registrations for the regularity runs organized according DMV rules at the Dahlemer Binz kart track.

### General regulations

Every participant will accept the following regulations. Abusement will be punished by banning from start.

Purpose of the club is to preserve the history of Kart Racing, direct driven or shifter and the portrayal of this rookie series. Thus the club conserves and administers historical relevant technical and motor racing cultural possessions by organizing motorsport events and exhibitions for the public.

The aim of the rules is achieved especially:

by taking part at demonstration runs, training runs as well as competitions according to the, at that time relevant regulations of the international sporting rules in the frame of historical motorsports events.

The ambitious regularity format of the KKCD ([www.klassik-karts.de](http://www.klassik-karts.de)) allows an appropriate authentic presentation of the racing karts, representing the Karts in actual stile.

Last but not least providing activities with sporty competition.

The activities on the race tracks are in accordance with the organizer, the actual rules and regulations of the CIK , DMV and DMSB. Besides that, the directives of the racing director are relevant.

## **Date of Event**

Event date: 12./13.05.2012                      Dahlemer Binz

## **Eligible are**

Drivers 15 years or older as long as they have proved their driving skills and are permitted by the race director.

Drivers must have a sport insurance either by membership in DMV, ADMV or DMSB or can have an insurance by daily membership.

Registration fee is 100 Euro per driver, the insurance fee of 9 Euro is included

Every participant has to present a signed registration prior to start, ( parental permission for drivers under 18).

With the registration the applicable rules will be accepted.

Registration fee is non refundable

Third party registrations are not allowed

Registrations have to be placed 8 days prior the event or at the 4<sup>th</sup> of may.

Payment should be registered 5 days prior the event.

Registration is possible at 12<sup>th</sup> .of may from 9.00 till 10.30 am

The actual rules and schedules of KKCD within KCD 90 are valid with this registration.

## **Schedule**

The race schedule will be published at the racing bureau.

## **Regularity rules**

Class winner is the driver with the closest time difference of both heats ( Addition of penalties).

Time will be kept in the second lap and in one of the following laps.

The relevant lap will kept secret.

Race will be finished with the chequered flag when the first driver crosses the line.

## **Technical Regulations**

Klassik Karts:

- Historic Karts from the early days in the sixties to the “plastic era” at the end of the 80s.
- Components should come from the original kart or come from the relevant time.

- Plastic body panels are prohibited ( only when originally used , Formula K, longtrack 250 etc.)
- Direct driven and shifter karts are allowed but should fit a specific class
- Axle diameter must not be changed
- Components such as wheel hubs, brake parts, track rods etc should not be anodised unless originally
- Tachometers are allowed, data loggers of all purposes are prohibited during regularity runs.
- Seats, steering wheels etc. should be according to the relevant era or original
- Maximum engine capacity must not exceed 106 cc for 100 cc classes
- Karts from the 80s can have a exhaust diameter of 50 mm, other classes have to use 40 mm diameter.
- Carburettor Type and size are free, but have to comply the relevant era
- Only use lead free fuel with addition of oil ( two stroke). Any addition of lead or other additives is prohibited.
- The brake system is free, but should comply the relevant era. Use of mechanical brakes or brake drums is recommended if originally mounted. Additional brake cable is mandatory
- Chain guard is mandatory
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#### **Class specific regulations :**

- Class 1 : Karts of the 60s, track width is max. 1000mm. Tyres are free, but Tyres have not be wider than 5" ( 127 mm). Tread pattern should be according the original.
- Class2 : Karts of the 70s, track width is max. 1100 mm. Tyre dimension is max. 6.00. Tyre manufacturer is free of choice. Compounds with a minimum of 65 Shore
- Class 3: Karts of the 80s ( until start of „plastic era“). Track width is max. 1300 mm. Maximum Tyre dimension is 7.10. Tyre manufacturer is free of choice.
- Compounds with a minimum of 55 shore.

#### **100ccm „Youngtimer“ Karts:**

- These karts are the link between the Klassik karts and the end of the traditional direct driven international 100 cc classes in the year 2004.
- Engines : All Engines of the ICA, formula A and formula Super A. Only Membrane or rotation valves. All engines must use appropriate measures for intake silencing.
- Maximum capacity is 105 cc
- Cooling is free

- Carburettor size for ICA and FA 24 mm diameter, for FSA 32 mm diameter
- Only use lead free fuel with addition of oil ( two stroke). Any addition of lead or other additives is prohibited.
- The chassis is free but should come from a manufacturer with at least one homologated chassis. Self built chassis are not allowed.
- A rear bumper is mandatory.
- If additional weights are used, they must be fixed with a minimum of two M 8 screws, large washers and self locking nuts.
- Weights must be fixed at chassis or seat.
- Fixing at mouldings e.g. side panels or spoilers is prohibited
- Tyres: The manufacturer is free but only medium mixture is allowed.
- Rain tires must be mass produced, no self cutted slicks .
- For slick rubber rims securing bolts are mandatory.
- An integral chain guard is mandatory
- Additional brake cable is mandatory
- Tachometers are allowed, data loggers of all purposes are prohibited during regulation runs.

## **Scrutineering**

Mandatory scrutineering of all registered karts including the drivers equipment will be held between 9:00 and 10.30 o clock.

## **Marshalls**

The organizer will try to have the required marshalling crew.  
In case of necessity for marshalls, the entrants will be asked to help for providing the needed personnel.

## **Dummy grid**

Dummy grid will be closed 5 Minutes prior to the race.

## **Starting procedure**

Start will be executed with either signaling lights or flag.

Starting grid, according times in qualifying sessions in every heat.  
Details will be given in drivers briefing.

## **Time keeping**

Time keeping is via transponder.  
Transponder will be given by the race secretary, typically a deposit is needed.

## **Exemption from race**

Drivers briefing is mandatory. No briefing no race!

As we want to preserve our health and our machinery any harsh driving or blocking will be punished , in severe cases with the exemption of the race.

## **Regularity run**

Regularity runs according KKCD and DMV regulations.see [www.klassik-karts.de](http://www.klassik-karts.de)

## **Environmental protection**

Every driver has to take care that no fuel, substances or rubbish etc. comes in the environment. Use floor mats or the like. Failure in doing so can cause extra costs or exemption of the meeting.

## **Acceptance**

By registration every driver or applicant accepts the given rules.

## **Drivers equipment**

Drivers must wear approved safety apparel. ( FIA, CIK approved apparel is highly recommended).

Full face Helmet with a DMSB accepted standard, dated 2009

Overall according CIK/FMK rules without validation of expiring date

Appropriate gloves and ankle protecting shoes

Neck protection and safety vest is recommended

Safety vest is highly recommended

## **Remarks**

- In case of loss of or damage of kart equipment the driver has to leave the track immediately.
- Subject to modifications and amendments.