



2010 Class Structure

Rotax Mini – Junior – Senior – Master

As per: 2010 CKI Florida Winter Cup Rotax supplemental equipment regulations.

2009 US RMax Challenge Official Rulebook

KF2

- Age – Senior Category as defined by 2010 CKI Florida Cup Age Criteria
- Minimum Class Weight – 355 Pounds
- Tires
Dry Compound Bridgestone YJB; front 4.5x10-5, rear 7.10-11-5
Wet Compound Bridgestone YKP; front 4.5x10-5, rear 6.0x11-5
- Chassis rules per current revision of 2010 CIK-FIA Technical Regulations with the following exceptions:
CIK-FIA homologated chassis, brakes, and bodywork from the 2003 homologation period are specifically permitted (ref. xxx/CH/08, xxx/FR/08, and xxx/CA/08).
For the duration of the 2010 CKI Florida Cup, front handbrake systems may be mismatched (of a different homologation) to the rear brake system. Front handbrake systems must, however be from the same manufacturer as the rear system. Four wheel systems (non-handbrake) must be of matching homologation.
- Engine Rules per 2009 CIK Technical Regulations with the following exceptions.
For the duration of 2009, an exception to the prescribed CIK protocol for combustion chamber volume verification will apply as follows:
The burette used will be a Class A glass burette.
For the duration of 2009, all port duration measurements will be made using 0,2mm shim stock (ref: CIK-FIA T.R. 2.25.3.2).

KF3

- Age – Junior Category as defined by 2010 CKI Florida Cup Age Criteria
- Minimum Class Weight – 330 Pounds
- Tires
Dry Compound Bridgestone YKC; front 4.5x10-5, rear 6.0-11-5
Wet Compound Bridgestone YKP; front 4.5x10-5, rear 6.0x11-5
- Chassis rules per current revision of the 2010 CIK Technical Regulations with the following exceptions. CIK-FIA homologated chassis, brakes and bodywork from the 2003 homologation period are specifically permitted (ref: xxx/CH/08, xxx/FR/08 and xxx/CA/08). ~~Protrusion of the rear protection system outboard of the exterior plane of the rear wheels is permissible in all conditions.~~
- Engine Rules per 2009 CIK-FIA Technical Regulations with the following exceptions For the duration of 2009, an exception to the prescribed CIK-FIA Appendix No. 1a for combustion chamber volume verification will apply as follows: The burette used will be a Class A glass burette. For the duration of 2009, all port duration measurements will be made using 0,2mm shim stock (ref: CIK-FIA T.R. 2.25.3.2). The only permissible carburetor for the class is the Tillotson HW-10A as supplied for the CIK-FIA tender. All components of the carburetor must be original, unaltered and as supplied for this model of carburetor. Exhaust silencer must be specific monotype as supplied for CIK-FIA tender with supplemental silencer as described on CIK-FIA Technical Drawing No. 12.

Leopard Senior

- Age – Senior Category as defined by 2010 CKI Florida Cup Age Criteria
- Minimum Class Weight –
370 Pounds Generation One IAME Leopard
380 Pounds 2009 IAME Leopard
- Tires
Dry Compound Bridgestone YKC; front 4.5x10-5, rear 7.10x11-5
Wet Compound Bridgestone YKP; front 4.5x10-5, rear 6.0x11-5
- Chassis rules per current revision of the 2010 CIK-FIA Technical Regulations with the following exceptions– Homologation of neither the chassis nor brakes is required. All dimensional and physical characteristics of those elements from the CIK-FIA T.R. are applicable. Front wheel braking systems are prohibited. Any bodywork with the CIK-FIA homologation

designations of XXX/CA/02, XXX/CA/08, XXX/CA/11 or XXX/CA/14 is permissible. In addition, bodywork designated Scribner Plastics "Bodyline" is permissible. For XXX/CA/02 and Scribner Plastics "Bodyline", side and front bumpers must be of industry standard construction but homologation is not required. For all other CIK-FIA homologated bodyworks, side bumpers and sidepods must be a matched set and front bumpers and front nosecone must be a matched set. A remote starter access hole is permissible in the right hand sidepod.

- Engine Rules Engine type – Parilla Leopard, Generation One and Parilla Leopard MY'09. Engine must be completely original and unaltered from factory-delivered. When multiple, optional or updated versions of a particular component or sub-assembly are or have been available from the factory, all versions are permissible unless otherwise noted. The following exceptions and clarifications are applicable –

Bearings, seals, o-rings, gaskets may be replaced with equivalent items of open source. Gasket sealers and adhesives are permitted provided function and intent-of-use is maintained.

Tillotson carburetors HL334A, HL334AB and HL334AA are the only acceptable carburetors. Carburetor must be completely original and unaltered in size, physical characteristics, surface finish, content and all other ways. All replacement components must be original and unaltered factory components, designed and supplied for these models carburetor only. Venturi diameter is 23,0mm maximum.

Only the new style intake manifold IAME P/N B-75817A is permissible.

Only the flat bottom inlet silencer adapter IAME P/N 10771-C is permissible.

The only permitted adjustment on this engine is changing of the cylinder base gasket thickness to optimize port opening durations. This may be

accomplished only by respecting the following limitations:

Exhaust opening duration 171 degrees max;

- Transfer ports duration 122 +/- 2 degrees;
- Inlet port duration 126 +/- 2 degrees;
- All ports measured at the port top edge per CIK-FIA protocol using 0,2mm shim.
- CCV 9.5cc measured to top of spark plug hole
- CCV to be verified with cylinder head installed on engine.
- Minimum squish band is .026 inch. To be verified using .060" to .062" dia. solder.

Both original Selletra analog and Digital K ignitions are permissible for use. Each must be completely original and unaltered except for standard terminal end and wiring repairs to original state or equivalent. Case alterations to retrofit the Digital K ignition are permissible per IAME instructions.

CKI reserves the right to establish a maximum gear ratio with the intent of limiting engine rpm.

Any 12v, 9.0aH max battery of standard size may be used.

The coupling pipe between the exhaust header and silencer must be original flexible type, length is free.

Any CIK02-registered, CIK09-homologated, CIK15-homologated or RLV two-tube, 23mm maximum diameter inlet silencer is permissible.

- Aftermarket, non-original filter elements, either internal or external, are only permissible for CIK02 and RLV silencers. No modification may be performed on the silencer components

and the silencer function may not be altered. Internal filter designs composed of a one-piece coupler boot/filter element may substitute for the original coupler boot and must be utilized "as manufactured" with no alterations permitted. It is not permissible to exchange coupler boots between manufacturers that do not compose a designed filtering assembly.

In all cases, manufacturer-supplied tolerances will be applied when determining compliance.

All port duration measurements will be made using 0,2mm shim stock (ref: CIK-FIA T.R. 2.25.3.2).

General

The following listing details the general exceptions to the CIK-FIA Technical Regulations for all classes except as noted:

1. Rear brake disc protective pad is not required (ref: CIK-FIA T.R. section 2.11)
2. ~~Protrusion of the sidepods outboard of the exterior plane of the rear wheels is permitted in wet race conditions.~~ (ref: CIK-FIA T.R. section 2.7.1.4) "WET CONDITIONS" -SIDE BODY WORK MAY NOT BE LOCATED OUTSIDE THE PLANE PASSING THROUGH THE OUTER EDGE OF REAR TIRES.

CIK RULE 2.5.3 REAR WHEEL PROTECTION – IN ALL CONDITIONS, THE REAR PROTECTION MUST AT NO TIME PROTRUDE BEYOND THE EXTERNAL PLANE OF THE REAR WHEELS.

3. Beadlock rims are not required for wet compound tires.
4. CIK-FIA homologated rear protection systems are mandatory for KF2, KF3, and Leopard Senior.
5. Coolant additives containing no glycol-based compounds are permitted for all water-cooled classes.

6. Driver safety equipment defined by WKA Technical Regulations. Unaltered neck collars are mandatory only in Cadet and Junior classes.
7. Global Positioning System sensors and accompanying data channel analysis are permitted in all classes.
8. Adhesive tapes (and like materials) are permitted to be used as radiator masking devices in all water-cooled classes. It is not however permitted to remove any masking device while on the track.
9. In addition to ballast attachment specifications in the CIK-FIA T.R. (ref: section 2.4.3), single-bolt ballast attachment is permissible with the following requirements:
 - 9.1. All ballast installation seven pounds or over must be secured by CIK-FIA requirements (two bolts of 6mm minimum bolt diameter with secure fasteners).
 - 9.2. Any ballast installation less than seven pounds may use a single bolt attachment of at least 8mm (5/16 inch) bolt diameter and the bolt must be drilled above the nut with the nut mechanically secured from loss by safety wire, cotter pin or clip device installed through the drilled hole in the bolt. "Double-nutting" is not sufficient in single bolt ballast installations.
10. Timing transponder mounting location is specified to be on the back of the seat with the bottom of the transponder a minimum of 6 inches from ground level.
11. Chain guard requirements for non-gearbox classes are per CIK-FIA (ref: CIK-FIA T.R. section 2.9) but side protection requirements are limited to the engine driver sprocket only. Chain guards for gearbox classes are mandatory but must only be of sufficient design and construction to control a broken chain and prevent chain lubricant from being sprayed to the rear.

12. For classes without chassis homologation requirements, all chassis modifications performed in a safe manner and compliant with applicable regulations are allowed.
13. All inlet silencers: When alternate-position coupler boot configurations are designed, it is permissible to trim the internal portion of the boot back to the extent of the un-needed diameter. It is not permissible to break or smooth the internal, trimmed corner beyond 1.5mm maximum.