

2011 S.D.K.A Championship Classes

CLASS STRUCTURES

Kids Karts

Age	5-7years (Attained Age)
Motor	Comer C-51 Piston Port (I.K.F. 622.50); Old-Style C-50 Motors are Allowed with a 20-lb. Weight Handicap
Chain/Gearing	219 chain, 10-tooth driver, 89 tooth axle sprocket
Weight/Specs	160-lb.; 170-lb. for Old Style Motors 40-inch Maximum Front Width 39-inch Minimum, 42-inch Maximum Rear Width
Fuel	SDKA Spec fuel/oil mix: MS98 with Maxima 927, Burris Hi-Rev Castor or Burris Hi-Rev Blend (driver option); eight (8) ounces oil per gallon of fuel
Tires	➔ SDKA Spec Tires: Maxxis HG3, Bridgestone YHC or YKC, Burris B55A or B44A; front 4:50-5; rear max. 5:50-5; (20psi max after event)
See I.K.F. 208.3 for more specific class regulations	

Junior 1

Age	8-11 years
Motors	80cc DAP T-40 Yamaha 100cc KT-100S with 0.600 Restrictor or Optional Carburetor (I.K.F. 623.4) RLV Box Muffler - YBX (I.K.F. 623.1) Engine Clutch Only - No Direct Drive
Weight/Specs	225-lb. Additional 20-lb penalty for old style Yamaha cylinder 50-inch Maximum Rear Width
Fuel	SDKA Spec fuel/oil mix: MS98 with Maxima 927, Burris Hi-Rev Castor or Burris Hi-Rev Blend (driver option); eight (8) ounces oil per gallon of fuel
Tires	➔ SDKA Spec Tires: Maxxis HG3, Bridgestone YHC or YKC, Burris B55A or B44A

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CLASS STRUCTURES

→	KPV 1 / HPV 1 - Cadet
Age	8-11 years
Motors	KPV 100 (No Komet K-71) (I.K.F. 620.50) or HPV 100; drivers option KPV1 Pipe (I.K.F. 620.59.2, 620.54.3) Header and Flex (I.K.F. 620.54.1) Spec Clutch (I.K.F. 620.53) or HPV EXPD-A; drivers option (see 100.2)
Weight/Specs	240-lb. 50-inch Maximum Rear Width
Fuel	SDKA Spec fuel/oil mix: MS98 with Maxima 927 or Burriss Hi-Rev Castor or Burriss Hi-Rev Blend (driver option); eight (8) ounces oil per gallon of fuel
Tires	SDKA Spec Tires: Maxxis HG3, Bridgestone YHC or YKC, Burriss B55A or B44A
→	KPV 2 / HPV 2 - Junior
Age	12-15 years
Motors	KPV 100 (No Komet K-71) (I.K.F. 620.50) or HPV 100; drivers option KPV2 Pipe (I.K.F. 620.54.4) Header and Flex (I.K.F. 620.54.1) Spec Clutch (I.K.F. 620.53) or HPV EXPD-A; drivers option (see 100.2)
Weight/Specs	310-lb. 55-1/8-inch Maximum Rear Width
Fuel	SDKA Spec fuel/oil mix: MS98 with Maxima 927 or Burriss Hi-Rev Castor or Burriss Hi-Rev Blend (driver option); eight (8) ounces oil per gallon of fuel
Tires	SDKA Spec Tires: Maxxis HG3, Bridgestone YHC or YKC, Burriss B55A or B44A

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➔	KPV 4 / HPV 4 - Senior
Age	16 and up
Motors	KPV 100 (No Komet K-71) (I.K.F. 620.50) or HPV 100; drivers option KPV4 Pipe (I.K.F. 620.54.5) Header and Flex (I.K.F. 620.54.1) Spec Clutch (I.K.F. 620.53) or HPV EXPD-A; drivers option (see 100.2)
Weight/Specs	340-lb. 55-1/8-inch Maximum Rear Width
Fuel	SDKA Spec fuel/oil mix: MS98 with Maxima 927 or Burriss Hi-Rev Castor or Burriss Hi-Rev Blend (driver option); eight (8) ounces oil per gallon of fuel
Tires	SDKA Spec Tires: Maxxis HG3, Bridgestone YHC or YKC, Burriss B55A or B44A

Formula Y/C Heavy

Age	16 and up
Motors	Yamaha 100cc KT-100S (new style "787" cylinder only) RLV 8787 Pipe Kit, Header and 12-1/4" Minimum Flex (I.K.F. 623.9 and 623.10) Wet or Dry Clutch (driver option); No Direct Drive
Weight/Specs	370-lb. Total Weight 55-1/8-inch Maximum Rear Width
Fuel	SDKA Spec fuel/oil mix: MS98 with Maxima 927 or Burriss Hi-Rev Castor or Burriss Hi-Rev Blend (driver option); eight (8) ounces oil per gallon of fuel
Tires	➔ SDKA Spec Tires: Maxxis HG3, Bridgestone YHC or YKC, Burriss B55A or B44A; Rear Option 6.0 or 7.10

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CLASS STRUCTURES



80/85cc Shifter

(ProKart Challenge Series K1)

Age	14+ (under 15, two years race experience and Race Director approval)
Motors	Honda CR-80 Kawasaki KX-80 Suzuki RM-80 Yamaha YZ-80, TM80 MX
Weight	360-lb. w/o Front Brakes; 370-lb. with Front Brakes
Rear Width	55-1/8 inches
Fuel	ProKart Spec Fuel/Oil or Motul Kart Grand Prix 2T Oil (driver option); Ratio (open)
Tires	MG-SK, -FZ or -MZ Tires, or SDKA Spec Tires (drivers option)

Class and Motor Standards per the ***Superkarts!USA 2010-2011 Rules and Regulations***

Stock 125cc Shifter - Light

(ProKart Challenge Series S1, S2, S3)

Age	14+ (under 15, two years race experience and Race Director approval)
Motors	1999-2001 Honda CR-125, Stock OEM 1997 Cylinder & Head may be used; No Grinding
Weight	385-lb.
Rear Width	55-1/8 inches
Fuel	ProKart Spec Fuel/Oil or Motul Kart Grand Prix 2T Oil (driver option); Ratio (open)
➔ Tires	MG-SK, -FZ or -MZ Tires, or SDKA Spec Tires (drivers option)

Class and Motor Standards per the ***Superkarts!USA 2010-2011 Rules and Regulations***

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CLASS STRUCTURES

Stock 125cc Shifter - Heavy (ProKart Challenge Series S4)

Age	30 and up 14 to 35 - Driver weight of 200+ lbs. (with all driving Gear)
Motors	1999-2001 Honda CR-125, Stock OEM 1997 Cylinder & Head may be used; No Grinding
Weight	415-lb.
Rear Width	55-1/8inches
Fuel	ProKart Spec Fuel/Oil or Motul Kart Grand Prix 2T Oil (driver option); Oil Ratio (open)
→ Tires	MG-SK, -FZ or -MZ Tires, or SDKA Spec Tires (drivers option)

Motor Standards per the **Superkarts!USA 2010-2011 Rules and Regulations**

Magnum440 Stock 125cc Shifter (ProKart Challenge Series S4)

Age	32 and up
Motors	1999-2001 Honda CR-125, Stock OEM 1997 Cylinder & Head may be used; No Grinding
Weight	440-lb.
Rear Width	55-1/8inches
Fuel	ProKart Spec Fuel/Oil or Motul Kart Grand Prix 2T Oil (driver option); Oil Ratio (open)
→ Tires	MG-SK, -FZ or -MZ Tires, or SDKA Spec Tires (drivers option)

Motor Standards per the **Superkarts!USA 2010-2011 Rules and Regulations**

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CLASS STRUCTURES

Open 125cc Shifter (ProKart Challenge Series G1)

Age 30 and up
Motor Moto: Honda CR-125, Kawasaki KX-125, Suzuki RM-125,
Yamaha YZ-125, TM Moto 125
ICC: As currently approved by CIK-FIA; per SKUSA 20.3.3

Weight 405-lb.

Rear Width 55-1/8 inches

→ Fuel ProKart Spec Fuel/Oil or Motul Kart Grand Prix 2T Oil
(driver option); Ratio (open); VP C12 is a drivers option

→ Tires MG-SK, -FZ or -MZ Tires, or SDKA Spec Tires (drivers
option)

Class and Motor Standards per the **Superkarts!USA 2008-2010 Rules and Regulations**

TaG - Senior & Masters

Age Senior - 16 and up
Masters - 35 and up **or** Driver weight of 200+ lbs. (with all
driving Gear)

→ **Motors &
Weights:***

	<u>Senior</u>	<u>Masters</u>
Motori 7	385 lbs.	415 lbs.
Leopard (All)	355 lbs.	385 lbs.
PRD Fireball 2008	345 lbs.	375 lbs.
Rotax FR125	355 lbs.	385 lbs.
Sonik TX125	385 lbs.	415 lbs.
Vortex ROK TT	385 lbs.	415 lbs.

*Motor and Weight specification per *IKF 2011 Competition Regulations & Technical Manual, Sections 275 and 675*. Weights may be adjusted based on IKF updates. Weight adjustments may be made by SDKA Board of Directors during the Competition Season, if a change is warranted.

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- Fuel/Oil MS98 with Burris Hi-Rev, Burris Hi-Rev Blend or Maxima 927 castor oil. Ratio as recommended by motor manufacturer. Rotax engines may use VP MS93 and Motul 800 2T Off Road Oil.
- ➔ Tires Maxxis HG3, Bridgestone YHC or YKC, Burris B55A or B44A, or MoJo (per RMC)
- Rotax air box must remain as per RMC rules.

See Policy 100.2 for more specific class regulations.

Additional Specifications

- Air Boxes** (Induction Silencers) are required on all karts in all S.D.K.A. events (I.K.F. 603.1.4) except Kid Karts and Shifters. 2-baffles on engines 110cc and less (I.K.F. 603.1.4.1); 3-baffles on engines greater than 110cc (I.K.F. 603.1.4.2). Air boxes are not required for Shifters
 - TaG: Open but must be CIK homologated or RLV with two (2) inlet tubes not to exceed 22.0mm (± 1.0 mm) inside diameter and 95.0mm minimum length. Air Boxes may not be modified although the rubber flange may be trimmed on the inside of the Air Box to the flange lip. Aftermarket internal foam air filters are allowed as long as no modification is made to the Air Box itself. Rotax Air Box must remain as per RMC rules.
- ➔ **HELMETS:** "Full coverage (full face) helmets designed for competitive motorsports use are mandatory and must comply with one of the following:

"Snell Foundation Specifications	Legal Until
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2005 SA and M	12/20/2015
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2005 K	12/20/2015
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CMS 2007 (youth helmet)	12/20/2015
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CMR 2007 (youth helmet)	12/20/2015
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M 2010	12/20/2020
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SA 2010	12/20/2020
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Note: 2010 was the last competitive year that Snell SA and M 2000 helmets were legal.

"SFI Specifications	Legal Until
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24.1 (youth helmet)	12/20/2012
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31.2a	12/20/2013
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41.2a	12/20/2013
24.1 / 2005 (youth helmet)	12/20/2015
31.1 / 2005	12/20/2015
41.1 / 2005	12/20/2015
24.1 / 2010 (youth helmet)	12/20/2020
31.1 / 2010	12/20/2020
41.1 / 2010	12/20/2020

"British Standards Institution Specifications: Helmets with BSA A-type and A/FR-type BS6658-85 certification manufactured within the past 10 years are approved. They are legal until 12/20/2013. See label inside helmet for manufactured date.

"Note: Although the youth helmet standard does not specify a precise age range, the helmets are intended for children and, particularly, for young, pre-pubertal children. Adult drivers should select a helmet meeting one of the other standards.

"Helmet must be in good condition and is subject to pre-race technical inspection. It may also be inspected if it is damaged in an accident*. If the helmet shows any damage, IKF recommends that it be returned to the manufacturer for testing and recertification. Helmet must be secured with a strap. The driver is responsible for making sure that his or her helmet fits properly and is securely fastened before entering the racing surface. In the case of a minor, this is the parent or guardian's responsibility. Failure to properly secure the helmet before entering the racing surface may result in disqualification.

"*Accident: Accidents will be investigated and the involved karts may be required to stop for inspection by officials in charge. Race officials may also inspect driver helmet and other safety apparel for damage. The Race Director may impound damaged apparel.

"Modification: Any addition of devices, whether aerodynamic or other, to helmets is prohibited unless such devices have been certified (BY SNELL or SFI) with the helmets. It is the driver's responsibility to provide the helmet manufacturer's literature describing any added devices to the Pre Tech inspectors if requested."


Youth Helmet: For drivers under the attained age of 12.

3. CIK Style bodywork (nose piece, side pods and driver fairing) only per I.K.F. (201.9 and 210.10) and Region 7.

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4. SKUSA-PKC Rule Changes for Stock Moto Classes.

- a. Only 1999 reed cage assemblies are allowed. Only reeds that may be installed without modification to the 1999 reed cage may be used; OEM, after market, "mono reed," and reeds with stiffeners are permissible. Multi stage reeds are not allowed.
- b. Cylinders with matching heads from 1997 to 2002 continue to be allowed. No change to this rule is planned for 2010.
- c. SKUSA CR125 Timing Plate: the optional Timing plate was developed to allow competitors to set their timing to stock settings, as required for 2010. While the reinstallation of an unmodified stock stamped steel plate is also permitted, many have been removed or modified - which makes them unacceptable. As the plate is not available from Honda separately, the only way to obtain one is to purchase a complete ignition. The SKUSA Timing Plate was developed to meet this requirement, and is now available for purchase from SKUSA at the on-line PKC store (<http://www.superkartsusa.com/pkc-socal>). Note that by developing this solution, even modified aluminum stator base plates may continue to be used.
 - i. Installation is simple: install the new plate in place of the stock plate with the standard 6 x 18 hex bolt or full thread replacement. Make sure the plate locates on the cast dowel and hold in position with a 4 x 10 screw (the stock 4 x 8 will also work if you have retained it).
 - ii. Note that no modifications to the stator hold down bolts or to the SKUSA plate is permitted. No other modification to any of the ignition components that changes static timing is permitted beyond what the stock plate or SKUSA plate allows. This also applies to the rotor, crankshaft, keys and keyways.
- d. "Squish" or deck height measurement through the spark plug hole will be a minimum of .050" using .060" solder for 1997-1999 cylinders; for 2000-2002 cylinders the dimension is .045". This is not intended to be a "target" dimension; no other change to the rules such as gasket requirements was made. Rather, this dimension was inserted as a simple check to determine if any non-conforming

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modifications were present.

- e. Only 1999 ignitions and components are allowed.
5. Rear Bumper (I.K.F. 201.6). Starting January 1, 2011 full width rear bumpers are **optional** at SDKA events. However, if equipped with a full width rear bumper, the bumper shall be either CIK style plastic "rear wheel protection" or steel tube of a double bar design following the specifications in I.K.F. 201.6. The ends of the bumper shall not extend beyond the outside of the rear tires, except in a declared rain race (see 100.1.9)