

# Rule Proposals to SIKA

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1. To allow non-Honda clone engines to be used in Junior and Senior classes that specify GX160 and GX200 engines.
  - a. Engine must be equal in design, advertised horsepower, bore and stroke and have full parts interchangeability with Honda engines.
  - b. ASN Honda rules to apply unless noted in SIKA regulations.
  - c. SIKA to address any discrepancies in performance and make adjustments to class to correct inequities.

Argument: These clone engines are available at much lower prices. Although they are not accepted at other clubs, regions etc. they allow our club racers the opportunity to save their Honda engines for these events, thus extending their life. This would also make it easier for new racers to get into karting.

Currently these engines are readily available from Costso (Champion Power Equipment), Princess Auto (Power Fist) and Ebay (Power King and others).

2. To remove the World Formula Heavy class and put WFH in the Senior 4 Cycle class with the GX200s at 420 lb.
  - a. Weight is based on past experience from 2005 season.

Argument: There were not enough entries in WFH in 2006 to make minimum class requirements.

3. Allow TAG USA approved 4 cycle engines to be used in Senior TAG class at TAG USA weights or as adjusted by SIKA.
  - a. Current TAG USA 4 cycle engines include Biland, Vampire and Oral.

Argument: While answering a list of questions from the city of Kamloops last month regarding SIKA's attempts to get support for a track there, a nagging concern of mine came to light. One of the questions was "How environmentally friendly is the sport? Noise? Does it pollute the air?". There is no question that when it comes to air pollution, karting can and should be doing its part to reduce emissions. We aren't going to change the world, but at present the symbolism conveyed by the cloud of blue haze at the start of a 2-cycle race does us no favors. With clubs like VIKA and SIKA attempting to secure facilities to race at, we need to answer this question with a positive message.

Six years ago, when Yvon Leon was head of the CIK there was a vision to do something about this. By 2004 the change to 4-cycle engines was to be in full effect. Since then a group of small thinking selfish 2-cycle engine manufacturers were influential in kyboshing a noble plan. There now appears to be no responsible vision from the CIK for the foreseeable future. Instead they are introducing a new series of 2-cycle engines, the KF series. If good direction is not coming from the top, then maybe it needs to come from individual clubs.

In recent years a few manufacturers have made available 4-cycle engines for karting (Biland, Vampire & Oral for example) that fit into TAG categories. As for shifter classes there are 4-cycle motorcycle engines available. Remember that shifter classes started with motocross engines.

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I propose that we do not open the door to any new 2-cycle engines (TAG or KF series) and at the same time allow the 4-cycle engines currently adopted by TAG USA to be used. Likewise for the shifter class we would allow 250 motocross engines with electric start. Then by year 2010 all 2-cycle engines would be phased out entirely.

There could be another alternative to the current 2-cycle engines, and that is 2-cycle with direct injection, as is used on outboard motors and some snowmobiles. These engines eliminate the carburetor and would be tuned electronically. So far I don't know of any engines of this type suitable for karts, but Bombardier is the leading proponent of this design, so it may be possible.

4. To allow 250cc 4 cycle motocross engines in the Senior Shifter class 400 lb.
5. To allow the Biland 4 cycle Junior spec engine in the Junior Tag class per TAG USA.
6. To phase out and not allow any 2 cycle engines to be used in any class for the 2010 season and beyond.
7. To impose a surcharge for club members who submit club dues payments and license applications at race events. This applies to current and former members only and not to first time club member applications.
  - a. Membership renewals will carry a \$25 surcharge.
  - b. License applications will carry a surcharge equal to the license fee (\$10, \$30, \$40 or \$60).

Argument: We don't race at club meetings, we shouldn't have to do club business at races. This would require more drivers to attend at least one meeting. This is an unfair imposition on our registration and club licensing committee at a race when we are busy with other duties.