



2020 TECHNICAL REGULATIONS FOR THE NORTHERN REGIONS F200 KARTING CLUB CHAMPIONSHIP (162191)

1. General
 - a. The F200 class is a controlled class and no modifications whatsoever are allowed unless stated in these specifications.
2. Chassis
 - a. Only CIK 980mm chassis with rear brake system will be allowed.
 - b. Chassis must remain within the CIK Homologation sheet of chosen chassis.
 - c. The engine side seat stay may be moved to make way for the engine.
 - d. Only original CIK bodywork will be allowed.
 - e. Composite materials are not allowed.
 - f. Only Fiberglass CIK seats are permitted.
 - g. Only CIK brake systems are allowed.
 - h. The maximum rear width from the outer lip of the rim to the opposite outer lip is 1200 mm.
 - i. Only front 115 mm and rear 130 to 140 mm standard aluminium or magnesium rims are allowed. As measured from the inside of the lip.
 - j. A chain guard is compulsory and must have effective protection over the top of the exposed chain.
3. Engine
 - a. Engine to be used must be the Hoffmann S3-Hy7 (212 cc)

All new/rebuilt engines will be dyno'd , fitted with a temporary seal for two full races (3 hours) and then must be re dyno'd and fitted with a permanent seal. All engines must be tested by race 3 of the season and fitted with a new seal for that the respective season.
 - b. Maximum horsepower is 13 HP.
 - c. Maximum torque 29.5 Nm.
 - d. All replacement parts to be supplied by Hoffmann or club.
 - e. Engine Modifications
 - e.i. No material may be removed from any part of the motor unless otherwise specified.
 - e.ii. The standard tank, exhaust and rev limiter must be removed.
 - e.iii. Bolts and washers may be used to close the holes left in the crankcase after removing the rev limiter.
 - e.iv. The flywheel key may not be modified and the flywheel timing may not be advanced.
 - e.v. Head may be skimmed.



- e.vi. Old mounting points for tank may be removed.
 - e.vii. Cranks may be cut to accommodate clutch.
 - e.viii. The crank may be cut or polished if the conrod picks up.
 - e.ix. Material may be removed from the conrod's oil dipper.
 - e.x. Valves and seats may be ground if not sealing properly, but may only be ground to the standard one uniform straight angle.
 - e.xi. The balancing of the crank is not permitted.
 - e.xii. Not more than one standard valve spring per valve may be used.
 - e.xiii. Only original or NGK BP6ES spark plugs are permitted.
4. Carburetor
- a. Only the Hoffman carburetor as supplied with the 212 motor may be used.
 - b. No modification whatsoever to the carburetor will be allowed.
 - c. Only the standard main jet of 77 may be used.
 - d. Only the standard idle jet of 35 may be used.
 - e. The removal of the choke is not permitted.
5. Exhaust
- a. Only exhaust manifold and silencer supplied by the club will be allowed.
 - b. No modification whatsoever to the exhaust or silencer supplied will be allowed.
 - c. The use of exhaust heat wrap is not permitted.
 - d. Stainless Steel exhaust manifolds are not allowed.
6. Air Filter & Air Box
- a. Only K&N red filters may be used
 - b. No material may be removed from the filter
 - c. No modification whatsoever to the air box will be allowed.
 - d. During a wet race, the use of a sock or cover is permissible.
7. Clutch
- a. Only the clutch supplied by the club may be used.
8. Gearing
- a. Only 218 pitch chains with 20z front and 68z rear sprockets are allowed.
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10. Weights
- a. The minimum weight of kart and driver is 110 Kg
 - b. Weights must be permanent and securely bolted to the seat, belly pan and/or on the steering column
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