

Comer 80cc TAG (Electric Start) Regulations

1.0 Group: Junior 1-2Cycle, electric start (TAG Jr. 1)

1.1 Class: Comer 80cc TAG

1.1.1 Affiliation: BCKCA

1.2 Introduction: A sealed Comer 80cc electric start engine package is being presented as an option to the existing Comer 80cc engines. This engine package will put an end to the unnecessary engine modifications and expenditures that have pushed the cost of competing in the Junior 1-2 Cycle class through the roof. This sealed engine package with strict guidelines for Dealers to follow will make the class affordable and a competitive place for young junior karters to hone their racing skills. The benefit of this engine package will be the fact that Junior drivers will be able to restart their engines out on the track and continue to get valuable seat time. The intent is also to level the playing field and keep the costs down. Drivers will make the difference, not the amount of money that can be spent to go faster. . Parents who want to spend money on going faster will need to look at other classes as this engine package is to remain as manufactured with no alterations permitted.

1.3 Chassis: Cadet chassis with elephant ear bumpers. Must conform to the ASN or BCKCA technical specifications.

1.4 Engine: Comer 80 cc electric start imported by BBR Karting Inc. (the "Canadian Importer") with authorized serial numbers and seals. Engines will be issued a passport and the Dealer will be required to seal the engine prior to delivering the engine to the customer. Dealers will be responsible for maintaining the highest standard of integrity when working on these motors. Any dealer who does not comply with the standards imposed by the engine Manufacturer, the Importer and the local governing body will risk losing their ability to sell and service these engines in the future. Engines must be purchased from authorized dealers ("Dealers") established by the Canadian Importer. Engines not supplied by the Canadian Importer will not be allowed to compete in Canada.

1.4.1 Modifications: The engine and its ancillaries may not be modified in any way. The starter motor must remain in place. The battery is not mandatory but highly recommended. The Importer will provide seals to the Dealers for the engines. It is the competitor's responsibility to ensure that the numbers inscribed on the engine and the official seal correspond with those on the engine's Passport at all times. In a similar fashion, the supplied exhaust and carburetor must remain in use with its original markings in place. The Importer may exercise the right to inspect any engine and to test its power output. Any engine found to be modified will have its seal and Passport confiscated. The engine will be returned to the owner who will be invoiced for the work done. This engine will no longer be eligible for competition use. Engine to be used with airbox, carburetor, exhaust and ignition system supplied by the manufacturer or Importer. Bore and stroke must remain as standard, subject to manufacturer's tolerances. Ignition system and timing may not be altered in any way. Position and method of mounting the battery, wiring loom and exhaust system are free providing they are securely fixed to the satisfaction of the scrutineers and in accordance with ASN Regulations. The organizers reserve the right to remove an engine or its ancillary components, in order to check its compliance with the regulations. The engine Passport must be available at all times and championship regulations will require it to be lodged with the scrutineers or Importer at the event.

1.4.2 Intake silencer: The airbox supplied with the engine must be unmodified and used with its original supplied filter in place at all times. Support brackets are permitted. Rain covers can also be used in the event of rain or water on the track as long as it does not create a ram air effect.

1.4.3 Exhaust: The exhaust/silencer supplied with the engine may not be modified in any way. Flex tube must be as supplied from the manufacturer. Flex length is Open.

1.4.4 Carburetor: Tillotson HL 344 Carburetor with a 19.8mm diameter venturi as supplied with the engine by the Importer to the Dealers. Needles are Open and can have washers installed to assist in tuning. No remote carburetor adjustment devices permitted. All other dimensions will remain as per the original manufacturers drawings and specifications. No polishing, grinding or metal removal is allowed.

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1.4.5 Specifications: Engine specification drawings will be supplied to the Dealers and BCKCA by the Importer. Any modifications or changes to the specifications or rules will be submitted to BCKCA by the Importer for approval and a Bulletin will be published to ensure everyone has been given the same information. Original Manufacturers specifications will be used to ensure all components are within specifications. Engine cc's will be checked using the CIK dimensioned tool.

Bore:	48.12 mm maximum	Stroke:	44mm max.	Capacity:	80cc
Combustion Chamber Volume:	8.7cc max.	Squish:	0.85 mm minimum		

1.4.6 Clutch: Only the clutch supplied with the engine must be used, with its standard, unmodified components. Optional sprockets as supplied from the Importer to authorized dealers are permitted. No machining or material removal permitted.

1.4.7 Spark Plug Spark plugs must be as manufactured (No machining allowed) . Threads can not protrude into the combustion chamber. Maximum Reach: 0.750 inches. Original sparkplug washer must remain on the sparkplug unless a head temperature sensor is used. Sparkplug washer can not be filed down.

1.5 Data Logging: Data logging is not permitted. Temperature, rpm and lap time devices are allowed.

1.6 Tires: Slicks will be limited to a spec tire. (This will be determined once BCKCA has revised their tire rules for 2005)

Tire sizes permitted:	Fronts and Rears: - 10 x 4.5 x 5
Wet Tires:	Open

1.7 Safety On/Off Switch: An ignition kill switch must be fitted on the Nassau panel. It must remain functional and accessible to the Driver and marshals in the event of an incident.

1.8 Weight: Minimum race weight of 245 lbs including driver at all times including practice sessions.

1.9 Age: The class is open to drivers aged 8 to 12 as per BCKCA rules. (Note: This includes 7 year olds who turn 8 during the calendar year).

1.10 Fuel and Oil: Fuel will be limited to a premium pump grade to be specified at the event. Race fuel and additives are not permitted. 2 Cycle oil is open – Manufacturers recommended mix ratio – 5%

1.11 Transponders: Transponders to be mounted on the back of the seat as close to the centerline of the seat or chassis as possible. (Can not be mounted on the sides.)

1.12 Implementation: The Comer 80cc TAG engines supplied by the Canadian Importer to authorized dealers ("Dealers") will be available for the 2005 race season. Engines not sourced via the Canadian Importer or without the appropriate seal that was provided to the Dealer by the Importer will not be eligible to race in Canada.

1.13 General: The purpose of this engine package is for everyone to leave the engine package alone and let the drivers do what they do best, race competitively in a fair environment and have fun.

Remember: If it is not expressly implied in these rules it can not be done.

The Importer may amend these rules to ensure that any errors, omissions or modifications are in the best interests of the class.

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