

## **Brief on the situation of KF categories in Australia dated 23-2-11**

Three years ago the Australian Karting Association recognised the fact that if we were to reintroduce CIK-FIA Karting to Australia then it had to be at an affordable level as the costs of running open ICA and FA in the last years of their homologation resulted in a high expense to the Competitors. To reduce costs we as an Association purchased 40 IAME KF2 engines, making this the sole engine for the category. We then ran a National Championship for the category with numbers of around 10 attending each event. We restricted tyres to the Dunlop slicks and wets, allowed only one carburettor, one air box, and ran them on pump premium unleaded petrol. The Championship in 2009 was very well accepted.

In 2010 we introduced KF3 and KZ2 to the Championship along with the existing KF2 category. The principles behind the rules for KF3 are very similar to KF2 in that the only allowable engine is the Vortex, we use Dunlop slicks and wets, only allow one carburettor and one radiator, and fuel is restricted. KZ2 is run to the full CIK-FIA regulations with tyres being restricted to Dunlop slicks and wets. We saw approximately 12 to 14 KF1, 12 to 13 KF3 and 17 to 19 KZ2 Competitors throughout the 2010 season. This was the second year that the KF2 Competitors could use their engines as we only allowed the original IAME engine in the category.

The Championship winner of KF2 in 2009 was granted the opportunity to compete in international KF racing in 2010 and competed in a round of the German Championship.

The 2010 winner of KZ2 competed at the "Super Nats" in Las Vegas at the end of 2010, the winner of KF3 competed in an international event in Italy during late November and the winner of the KF2 category will compete at Suzuka in 2011. All of these prizes have been supplied by the Australian Karting Association.

For 2011 we have kept the KF3 rules untouched but have allowed the latest spec IAME engine in for the KF2 category. This coming weekend (26th/27th Feb) sees round one of the National Championships and I am pleased to say that we have 21 KF3 entrants, 23 KF2 entrants and 29 KZ2 entrants.

We have seen a growth in the CIK-FIA categories through the difficult global financial crisis that has surprised us. We believe that by limiting the equipment choices that Competitors can use, restricting the ancillaries and generally reducing costs, that the Competitors are seeing the KF categories as very attractive. This principle is very similar to what you have achieved with the U18 World Championship and Academy Trophy.

Craig Denton

## **Situation of Karting in Austria (Focus on KF categories)**

### *1) Statistics and current situation*

Licenses:

2009: 63 (validity one year)	109 (validity one day)
2010: 67	115
2011: 75	210 (up to now)

*KF classes do not really exist. A few Teams run KF categories in several races, predominantly international. There are not enough Drivers to establish these categories in a national Championship. Most of the recent KF Drivers and of the new ones run in Rotax and KZ. This trend continues.*

*The current equipment used in Austria is:*

- Rotax
- KZ
- Bambini (not many)
- 4-stroke scenery is quite strong (6/12/24 hours + sprint)
- KF: only several karts in some Series.
- X30 also exists.

### *2) Significance of CIK-FIA Classes*

*The importance of KF classes is still recognised but more and more Drivers from other categories gain a foothold in higher-level car racing.*

### *3) Import*

*There are too many Manufacturers and it is difficult to decide which kart to choose if during the season you find out that the performance of another one is better.*

*Problem of storage of spare parts: a Dealer can store one or two brands only.*

*At the moment there is no exclusive representation of a brand other than Rotax in Austria. Not enough branding of KF classes.*

### *4) Why Rotax?*

- *The price difference between Rotax and KF is still significant. At the beginning, technical costs were around 50% less than in KF, and even today Drivers evaluate the difference around 30%. This seems to be valid at the national KF level.*
- *At the international level Rotax seems to be as costly as KF.*
- *Guarantee: Rotax gives 6 months, even for pistons.*
- *Service and maintenance period is shorter at Rotax.*
- *The Rotax concept is "from 8 to 45 years – one engine for a life time of Karting".*

- The CIK-FIA categories are too costly for the entrants / parents.
- The Belgian Championship urgently needs a promoter to make the Championship more attractive. The RACB Sport is trying to do this (via substantial TV coverage in 2011), but as this is not the core business of an ASN it is difficult to reach the same level as other Championships / Series (which are organised by people with only one focus, working almost full-time for their Championships).
- The CIK-FIA categories are rather complex, which does not always make things easy for our Scrutineers (they are all volunteers, so by definition not always as well informed about the tricks and gimmicks as the Drivers / Teams).

We are trying to turn around this situation by opening up our Championship and so we have created the Benelux Championship. We do have more Dutch Drivers since then but the situation remains difficult. For example: if we did not have the Dutch Drivers in the KZ2 class, we would have only 3 Belgian Drivers!

The **Belgian New Leading Series** is the main Rotax Championship in Belgium. The Series is organised by Limburg, the owner of the Genk track. They had 133 Drivers at their first meeting of the year. The distribution over the different classes is as follows:

- Micromax: 22 entries
- Mini Max: 23 entries
- Junior Max: 32 entries
- Senior Max: 34 entries
- DD2: 11 entries
- KZ2: 11 entries

We can notice that the amount of KZ2 Drivers (the only CIK-FIA category involved) is small and is even less than in the Belgian Championship (and here also, the Dutch Drivers make up the main part of the entry list). The trend in this National Series is upwards. In 2009 there were 115 entries, in 2010 there were already 122 and this year there are 133!

Although it is difficult to pinpoint the exact reasons for this trend, it seems to me that the ROTAX categories are more affordable and achievable for the target group. The BNL Series can also propose a complete ladder of racing. The VAS Regional Championship in Flanders is also entirely based on ROTAX categories and once you have reached your targets in the BNL Series, you can go up to the Rotax Max Euro Challenge. It seems to me that people who are starting in Micromax stay much longer in the Rotax-ladder and are only sporadically switching over to the CIK-FIA categories.

Since the promoter (Limburg) is at the same time the owner of the Genk track and the distributor of ROTAX in Belgium, as well as the distributor of VEGA and MOJO in Belgium, he can make very big economies of scale, which is of huge importance for this Series. It is normal they are doing this and it is a good thing in itself, although it harms the CIK-FIA classes.

#### **Championships at the Regional Level:**

**Flanders:** The Belgian Max Challenge (BMC) is the Regional Championship in Flanders. It is entirely aimed as a feeder Series for the BNL Series and is also operated by the people of Limburg. It is open to Micro Max, Mini Max, Junior Max, Senior Max, Gentle Max and DD2.

BEL

## Situation des catégories CIK-FIA en République Tchèque

2010

Dans le Championnat national nous avons des KF2+3 et KZ2. Pendant la saison nous avons dû supprimer la KF3 en raison d'une absence de participants. En KF2 ils étaient 10 Pilotes et environ 20 en KZ2.

2011

Nous avons reconduit les catégories comme en 2010. Nous attendons à peu près 25 Pilotes en FZ2. Pour KF2+3 nous devrions le savoir dans deux semaines.

Nous avons aussi les catégories Rotax et Rok dans notre Championnat national, et les participants y sont évidemment en bien plus grand nombre. La principale raison est le prix du matériel.

Nous attendons quelque 220 participants pour le Championnat national et environ 300 dans les catégories inférieures. C'est une augmentation significative par rapport à l'année dernière.

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### *CIK-FIA categories in the Czech Republic*

2010

*In the National Championship we had KF2+3 and KZ2. During the season we had to cancel KF3 because there were no participants. In KF2 there were 10 and around 20 Drivers in KZ2.*

2011

*We have again introduced classes like in 2010. At this moment we expect about 25 Drivers in FZ2. KF2+3 we should know in two weeks.*

*We also have Rotax and Rok categories in our National Championship and of course the number of participants is much higher. The main reason is the price of the equipment.*

*We are expecting about 220 participants in the National Championship and about 300 participants in lower level racing. It is a significant increase from last season.*

Radek Jecminek

E-mail from Stefan Wagner, DKM Coordinator, on 15 February 2011

**Re: Personal estimation of the global Karting problems**

Dear President,

After your request for help during the last CIK-FIA Commission meeting, here are estimations from the German ASN of the reasons why there are so many problems with the declining number of participants in national and international championships. Also attached are a statistical overview of participants in the international German Championship from 2006 to 2010 and the status of some major European countries in 2010. Furthermore, the following problems must be exposed:

- The cost of KF engines is much too high, contrary to Rotax engines (KF: ca. 3,700 €, Rotax: ca. 2,300 €) and you need 2 engines.
- If you buy a standard KF engine that is not competitive, you have to join a good and successful Team or rent an engine (2 each) from a Tuner for a lot of money per weekend (from 500-800 € for KF or up to 2,000 € each for KZ!).
- The cost of a fully operational competition kart is ca. 9,000 € for KF and 9,500 € for KZ! You can buy a real car for this amount of money.
- KF championships are not held in many countries (only Italy, France, Germany and partially in some smaller ASNs).
- The constant change of technical regulations for KF engines in the last years.
- How to implement the idea of the Academy Trophy and U18 in national ASNs?

You could never use the equipment in other competitions, everything is sealed (who could handle the equipment in national Series?). How can the CIK-FIA approve new international Series which are in keen competition with the ASNs' Series? For example in Italy this year there are 17 races in the WSK Master Series, WSK Euro series and the CSAI's new Italian Championship, plus 10 CIK-FIA events.

- Under these circumstances the other ASNs have no chance to organise a good national championship with enough profit for the organising clubs and with enough and good Competitors.
- If you check our statistics you can see that after the successful implementation of the WSK Series in 2008 there are fewer and fewer permanently entered participants in the German ASN's competitions and I think that the situation is the same in France, Spain and Scandinavian countries.

I hope we can make some improvements together to bring Karting back to its real roots. Do not hesitate to contact me if you have some questions.

Kind regards,

**Stefan Wagner**  
DKM Coordinator

DEU

satisfying. Danish Drivers had some good results in international events and it looked like the introduction of KF had been succesful.

For 2008 we changed the engine for the national classes as well. They went from the old 100cc water-cooled engines to KF3 and KF2 engines. The change did not work out well as after 2 years the 3 national classes were almost dead. The problems were mainly the price of KF engines (3,000 euros), the unexpected evolutions of the homologated engine and the competition from other categories (Rotax).

For this season the national classes use only the M15 homologation, while the CIK-FIA categories use the M18 homologation.

The number of Drivers is acceptable considering the financial situation. In the Danish Super Kart (KF3, KZ2 + Dino class) the number of Drivers is about 50+30. The Dino class is a pendant to the CIK-FIA Karting Academy, based on the Dino M15 KF3 engine. In this its first season, it is very succesfull with 30 Drivers.

The KF categories in Denmark are still costly compared to others, and the large number of international events offered to Drivers causes a drop in the number of Drivers.

There has also been a change about the owning of engines: most KF Drivers in Denmark do not own a KF engine; they rent one from race to race because of the too rapid evolution of the KF engines.

Also we can see that Danish Drivers taking part in the CIK-FIA Championships and CIK-FIA approved Series like WSK do not have their own kart; it belongs to the Teams they are in and therefore they cannot take part in races where the Teams are not present. Therefore there have been no KF2 or KF3 races in Denmark this year.

Last month we turned the Danish Championship into a KF2 single-race event and we hope that Drivers will come.

DNM



4 April 2011

Evaluation of the development of CIK-FIA categories in Spain, with comparative figures. Situation of KF engines since their introduction in 2007.

### SPANISH KARTING CHAMPIONSHIPS – 1999 / 2010 HISTORIC SUMMARY – AVERAGE RACE ENTRIES

	ICC / KZ2	ICA	KF2	ICA JR	KF3
1999	7	33		33	
2000	9	38		32	
2001	10	37		30	
2002	29	41		28	
2003	27	44		33	
2004	23	35		33	
2005	21	32		31	
2006	39	39		42	
2007	39		39		41
2008	33		37		47
2009	31		26		41
2010	17		19		27

	ICC / KZ2		KF2		KF3
2011 1 <sup>st</sup> race	13		17		29

#### KF engines introduction

The new CIK-FIA engines were introduced in the Spanish Karting Championships in 2007, with the same calendar and regulations as the CIK-FIA. They were also introduced in most strong Regional Championships at the same time (Cataluña, Andalucía, Valencia, etc.)

#### Situation

Since 2007, the average number of entries in National Championships has come down progressively in CIK-FIA categories, but more particularly in KF.

In Regional Championships, the situation has become even worse, and for 2010 and 2011 there are no longer any KF categories.

#### Reasons

The economical situation is the main reason of the general situation but there are additional reasons directly related to the current situation of KF engines:

### Economical

The general cost of Karting race programmes has increased dramatically in the last three years. On the one hand there is the new way of doing Karting with a more professional and costly approach, but also the constant KF engine development which entails additional and unknown costs during the season.

### Technical

The technical characteristics of KF engines, with more technical items than in the past, imply that more technical knowledge is needed to do the races, which naturally involves more cost.

### Complexity

For Drivers, the more complex engines and regulations mean that they need the support of more professional people to be sure engines fulfil all the regulations requirements and are competitive at the same time.

For Organisers, the situation has become more difficult. Due to more complexity in the engine and Technical Regulations, with many areas to be controlled, all this means that more complex equipment is needed and more preparation for Scrutineers to control the engines properly, and not many Organisers were prepared to do it in the correct way.

In the Spanish Championships, the RFEDA has put all the efforts in this area and we have the same standards as the CIK-FIA, but it is not the case in Regional or other National races, because of costs.

### **Reflections**

We all know that engines are not the sole problem of today's Karting.

If we take a season's budget for a Driver, we can see that engine cost is just a 20% of the general cost. Even if this cost is reduced by 50%, the impact on the general budget will be just a 10%!!! In all motor racing, cost is directly related with the way you want to do it. If you want to do pre-season tests, race unlimited all over the world with the best equipment, etc., it has a cost.

But the important thing is that the whole situation has induced a "confidence problem" regarding the CIK-FIA categories. No one wants to buy these engines because they will be useless "tomorrow".

If there are no Drivers, countries and Organisers cannot do races.

### **Conclusions**

If we want to bring back confidence and establish the CIK-FIA categories world-wide, it is necessary to have a big reflexion about the matter with all the parties involved, but especially with all the Manufacturers.



	<b>KF1</b>	<b>KF2</b>	<b>KF3</b>
2007	35	45	40
2008	38	46	38
2009	18	30	35
2010	0	28	33
2011	0	0	30

The above illustrates the decline of the Senior classes. In 2010 the reality of having only 10 KF1 and 18 KF2 registered Competitors meant that we took the decision to combine the classes into just a KF2 Series. In 2011 there was then a total abandonment of these Drivers from competing in our national KF2 Championship Series. We now propose to run a single KF2 event to see if a revival can happen. KF3 remains quite buoyant producing some of the World's top talented Drivers.

Conclusions will be varied to whoever you ask but for sure the present KF does not fit a national Club type structure for various reasons.

We allow alternative commercial classes to have an impact, allow Drivers to leave Karting at 14 years of age, allow the perception that to achieve in KF you must be with a top Team/Tuner, and allow the change to engine design or this perception to effect Competitors to the point that they do not wish to own their own engines; also there is a lack of promotion of these classes nationally, whereas the commercial classes are very good at this as their survival depends on growth. WSK in particular has also done a very good commercial job of attracting Teams, Tuners and Competitors from many countries, which in turn depletes our national participation.

In the UK we look at the success of our Cadet (8 to 12 years) Junior Rotax and TKM Junior classes and also the Senior Rotax, TKM and now BMB which are run within our Clubs.

Although these Senior classes have also declined in numbers, they do offer an alternative to the KF.

We believe that for the CIK-FIA to have their classes run nationally that there must be a complete re-think and agreement with the Manufacturers on the direction at national level and not just a "World Championship" type of class that is not readily affordable to the majority.

Russell Anderson

GBR

## Situation du KF2 en Norvège

Je pense que certains des points ci-dessous sont la cause de la faible participation en Norvège.

Problèmes existant depuis l'introduction des KF en Norvège :

- Manque de connaissance professionnelle des nouveaux moteurs par les Revendeurs.
- Faible fiabilité, surtout due à ce qui précède. Beaucoup de problèmes de moteurs.
- Pannes d'électronique/d'allumage.
- Brève longévité due aux fréquentes améliorations des Constructeurs.
- Gros coûts d'entretien et de mises à jour résultant de ce qui précède.
- Problèmes d'embrayage (patinage) existant les deux premières années après l'introduction.
- Méthodes de contrôle compliquées et longues, ce qui se traduit soit par aucun contrôle, soit par des mesures erronées.

Les Pilotes potentiels perçoivent toujours la KF2 comme une catégorie très coûteuse/peu fiable, même si cette catégorie est désormais plus stable et plus « mure ». Les Pilotes qui y roulaient en 2008-2009 sont passés au KZ2 national ou à l'automobile. Certains ont même quitté le Karting essentiellement à cause de l'âge (19-20 ans ou plus). De nouveaux Pilotes viendront de la KF3 mais cela prendra encore du temps. La Norvège a actuellement trois Pilotes courant dans des épreuves de KF2 CIK-FIA et/ou WSK et dans des courses nationales en Europe, essentiellement en Italie, Allemagne et Belgique.

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## **Situation of KF2 in Norway**

*I think some of the points below are the cause of low participation in Norway.*

*Issues existing since the introduction of KF in Norway:*

- *Lack of professional knowledge of the new engines by Dealers.*
- *Poor reliability mostly due to the above. Lots of engine havocs.*
- *Electronics/Ignition failures.*
- *Short life-time due to frequent updates from Manufacturers.*
- *High maintenance and upgrade cost as a result of the above.*
- *Clutch issue (slip) existing the two first years after introduction.*
- *Complicated and time-consuming control methods. Results in either no control or wrong measurements.*

*Potential Drivers still perceive KF2 as a high cost/low reliability category, even if the category now is more stable and "mature". 2008-2009 Drivers have moved to national KZ2 or car racing. Some have also left Karting mainly because of age (19-20 + years old). New Drivers will come from KF3 but it will still take some time. Norway currently has three active KF2 Drivers doing CIK-FIA and/or WSK races and national races in Europe, mainly Italy, Germany and Belgium.*

Birger Torjussen

## **Catégories KF au Portugal**

### **2008**

Les catégories KF ont été introduites dans les Championnats du Portugal de Karting en 2008 et, dans ce pays, on peut dire que pour l'année d'introduction le nombre de Pilotes classés a été raisonnable : 10 en KF3 et 15 en KF2.

### **2009**

Bien que le nombre de Kartistes n'ait pas diminué de manière significative en résultat de la compétitivité des Trophées de Karting organisés aux niveaux national et régional en 2009, il n'y a pas eu Championnats KF cette année-là car ils ont été boycottés en raison d'intérêts obscurs.

### **2010**

Il y a eu des Championnats du Portugal de Karting en 2010, surtout pour les catégories de formation, mais pas pour les catégories KF3 et KF2.

### **2011**

En termes règlementaires, la catégorie KF3 a rejoint le Championnat du Portugal de Karting. Après l'organisation de la première épreuve, il n'y a pas cependant pas eu d'inscriptions pour cette catégorie.

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## ***KF categories in Portugal***

### **2008**

*The KF categories were introduced in the Portuguese Karting Championships in 2008, and we can say that for the introduction year in this country the number of classified Drivers was reasonable: 10 in KF3 and 15 in KF2.*

### **2009**

*Although the number of Kartists was not significantly reduced as a result of the competitiveness of the Karting Trophies organised at the national and regional levels in 2009, there were no KF Championships that year because they were boycotted to serve obscure interests.*

### **2010**

*There were Portuguese Karting Championships in 2010, especially for formation classes, but there was none for the KF3 and KF2 categories.*

### **2011**

*Regulations-wise, the KF3 category has been added to the Portuguese Karting Championships. However, after the organisation of the first event, there have not been any entries for this category.*

### Évolution du Karting au Portugal – 2008-2011

Le tableau en annexe explique brièvement l'évolution du Karting au Portugal après l'introduction des moteurs KF en 2008.

**2009** – Boycott total du Championnat, seule la Coupe du Portugal ayant été disputée ; les catégories KF n'ont toutefois pas participé.

**2010** – La participation des KF3 en conjonction avec les Juniors a été acceptée : 8 Concurrents ont été inscrits.

**2011** – La catégorie Junior de 2010 a été séparée en deux catégories distinctes : Junior exclusivement avec des moteurs IAME Parilla X30 Junior 125 cm<sup>3</sup> et KF3 en respect total du Règlement Technique CIK-FIA.

Alors que 47 Juniors (en national) ont participé en 2011, il n'y a pas eu de Concurrents en KF3.

En ce qui concerne la situation en 2011, il convient de noter qu'après seulement trois épreuves effectuées le même nombre de participants que l'année dernière a déjà été enregistré, résultat d'un plus grand intérêt pour le Karting au Portugal qui indique que les Concurrents portugais, compte tenu du contrôle des coûts, préfèrent les catégories avec réglementations restreintes, telles que la Junior avec moteurs IAME PARILLA X30 Junior 125 cm<sup>3</sup>.

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### Evolution of Karting in Portugal – 2008-2011

*The appended chart briefly explains the evolution of Karting in Portugal further to the introduction of KF engines in 2008.*

**2009** – *Complete boycott of the Championship, only the Portuguese Cup having been held; however, KF categories did not participate.*

**2010** – *The participation of KF3 jointly with the Juniors was accepted: there were 8 entries.*

**2011** – *The Junior category of 2010 was split into two distinct categories: Junior exclusively fitted with 125cc IAME Parilla X30 Junior engines and KF3 fully complying with the CIK-FIA Technical Regulations*

*Whereas 47 Juniors (in the national class) participated in 2011, there were not any Competitors in KF3.*

*Regarding the situation in 2011, it is worth noting that after only three events already held, the same number of participants as last year has already been registered as a result of a bigger interest for Karting in Portugal, which indicates that Portuguese Competitors, taking into account the control of costs, prefer categories with restricted regulations such as Juniors with 125cc IAME PARILLA X30 Junior engines.*

**Re: KF and KZ in Romania / 2011**

Dear Mr Caro,

We apologise for the delay in sending details about KF and KZ classes in our country, but, as you already know, important changes have occurred in Romania regarding Karting and the process has just ended.

A glance at the tracks shows that we have a homologated CIK-FIA circuit with a B licence in Bucharest, two with work nearing completion, both with homologation possibilities for an A licence (over 1,200 m, and over 12,000 m<sup>2</sup> of Paddock; both have over 200 6 x 9 m units with lanes of 4 m minimum), one in Brasov and another one in Tg. Secuiesc, another one that already has a CIK-FIA B licence in Bacau, and a few rent kart tracks in Arad, Constanta, near Brasov and SanNicolau Mare.

It has to be said that while the number of tracks is considerable, the number of Drivers is unfortunately not very big, though we hope that after the reorganisation of our F.R.K. this will change.

In Romania there has been a Karting Championship, under the guidance of ASN-ACR, since 1974, the year when the Romanian Automobil and Karting Federation was founded.

Almost 10 years ago it was decided that Drivers participating in national competitions would be accepted as follows:

- PUFO                      6-9 years,
- MINI                        9-12 years,
- JUNIOR                    12-15 years,
- SENIOR                    over 15 years.

Since 2008 the international classes KF3, KF2 and KZ2 have been introduced in Romania, and the number of events counting towards the Romanian Championship was established as 6 per year.

**The number of participants per year is as follows:**

2008:	KF3 = 19;	KF2 = 4;	KZ2 = 12
2009:	KF3 = 13;	KF2 = 1 (the Champion title was not awarded);	KZ2 = 7
2010	KF3 = 8;	KF2 = 6;	KZ2 = 7.

For this year the participation of competitors after only two events is as it follows:

KF3 = 7;	KF2 = 5;	KZ2 = 9;
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and we hope for an improvement of this participation.