

## Technical Rule Interpretation – Non-permitted Modification to Vortex DVS Junior Exhaust Insert Subject – FOR DISTRIBUTION TO ALL TECHNICAL OFFICERS

Date: 23 December 2016

Interpretation Number	TRI - 16-05	Approved by CEO On	23 12 2016
Version	V1 - 23 12 2016	Scheduled Review Date	As required
Implementation Date	Immediate		

### Background

This TRI has been issued to clarify the issue of modification of the homologated exhaust used on the Vortex DVS Junior engine.

We have been advised that some people may have started to modify the exhaust pipe to accept a Lambda sensor in place of the temperature sensor that is permitted for use under the homologation of the engine.

Simply put – NO MODIFICATIONS ARE PERMITTED.

### Technical Rules Chapter 1 Rule 1 a) (ii) prescribes the following:

*“Unless in these Rules and/or the Homologation / Technical Specifications documents it says that you can do something, then you cannot.”*

### Vortex DVS Junior Homologation Papers prescribe the following:

*“Neither engines nor accessories can be modified.*


*By this we mean any shape, content or function changes which may differ from what previously conceived.*

*Furthermore this includes any addition and /or removal of material and /or parts from the engine set-up package unless provided by this regulation.”*

### Interpretation

Neither the Rules, nor the Homologation Papers for the Vortex DVS Junior engine permit any modification or an adjustment to be made to it. If you do so and/or if you or any other person are found to have done so it will be considered to be a breach of the rules. The Competitor is responsible at all times for their compliance with the Rules. I.e. if a component is on your kart, you are responsible for ensuring that it complies with the Rules.

DURING EXAMINATION, ON THE EXHAUST IT MUST BE INDICATED THE IDENTIFICATION LOGO DVS J, IMPRINTED DIRECTLY BY THE MANUFACTURER.



**Attention :** ALL THE ENGINE PARTS MUST BE ORIGINAL VORTEX DVS J.  
Neither engines nor accessories can be modified.

By this we mean any shape, content or function changes which may differ from what previously conceived.

Furthermore this includes any addition and /or removal of material and /or parts from the engine set-up package unless provided by this regulation.

### With specific reference to the Vortex DVS Senior and Vortex DVS Junior Engines

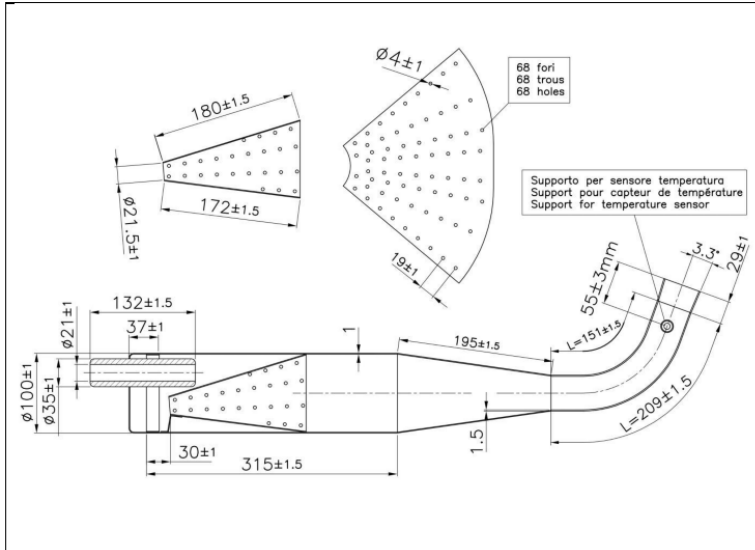
The intent of the classes that use these engines is to use the engine as it has been produced. The specifications are available to determine any modifications, not to allow blueprinting.

No deviation from the “as produced” Australian engine is allowed.

All components must remain OEM.

No modifications are permitted.

EXHAUST MUFFLER, SILENCER AND COMPONENTS DVS J



**An Exhaust Temperature Sensor is permitted** to be used with the exhaust. The hole in the exhaust to accommodate the temperature is approximately 12mm in diameter. See the adjacent picture.



A Lambda Controller Module with exhaust adapter that needs to be fitted to the exhaust requires that the hole in exhaust be increased from 12mm to 25mm.

A Lambda sensor as pictured is not permitted for use with the engine. It is also very clearly not permitted to increase the size of the hole in the exhaust to fit it to the exhaust.

Anyone who has modified their exhaust to accept a Lambda sensor is in breach of the rules.

**Competitors are advised of this now so that they can rectify the issues that they have created prior to the first round of the Australian Kart Championship.**



If you have made these unauthorised modifications, there are **two possible solutions** to your problem:

1. Do not use the exhaust at all and replace it; or
2. Install a gas fitting “plug” to fully seal the larger hole in the exhaust that has been created to accept the Lambder sensor. This may mean that you will not be able to use a temperature sensor unless you can purchase a precise step down converter fitting to allow the standard temperature sensor to be used again.

If you choose to adopt the second solution above, you **MUST**, prior to the commencement of the first practice session at your first AKC round of 2017, present your engine to the Chief Scrutineer so that the details of the ‘repair’ can be logged and approved by him.

---

**Distribution To**

State Officials Co-ordinators/ Technical Co-Ordinators for distribution to all Officials  
Board  
State Secretaries  
National Office

**Les Allen**

**National Technical Commissioner**