

Regulations Need To Change To Save Karting: CRG Boss

Giancarlo Tinini of C.R.G. S.p.a. claims that the international 'KF' class regulations need to change in order to save karting.

The CRG boss made the controversial comments at the grand opening of the new CRG factory and end-of-year prize giving night for the Italian manufacturer.



Tinini (*above*) slammed the KF regulations saying they are too complex, resulting in too much time spent on regulation checks rather than on-track action.

"KF Class is in troubled waters" he said. "The situation has nothing to do with the product, which is of excellent quality. It is rather a matter of regulation, because it is far too strict. If we want to keep on going steadily towards the KF failure, we just need to keep on with this system. If we won't make it simpler we won't get anything good out of it. We need to simplify, simplify, simplify."

press release 'interview' from CRG

For example?

"It is necessary to make simpler regulations, which means giving the possibility to racers to spend more time on the tracks rather than on the trolleys for the technical tests. With today's regulation you spend a lot of time in tests instead of running on tracks, which is what people want. This is the direct consequence of the stupidity of many people. We must be more sensible and go back to the well-tested rules we had had for so many years, starting all over, but always with KF. Because the problem is not in the product but in the rules. For me the product is a good one. All the manufacturing firms have reached good quality standards: if they fix up the regulations we will be able to substitute the old 100cc. I think that all the ASN of the world should use the new KF engine and provide their own control regulation, as we used to do in the ICA or in the Junior (where you just had to check the volume of the combustion chamber, the exhaust timing, the diameter of the carburettor and the measure of the reed valve): in a short time the KF could soar without troubles. Unfortunately, sticking to these stupid regulations gives only problems."

Is this the reason why many drivers are more attracted by the KZ?

“Sure. Drivers are more and more attracted by the KZ and by single-brand championships, where rules are so much less strict. It is normal. We have had this situation since the approval of the first regulation. On that occasion I got angry and I said that regulations made in such a way couldn't work. They are just absurd: they aren't thought for karting. And we don't have to think only about CIK races, but about all the races taking place on Saturdays and Sundays on the circuits all over the world. Regulations should be simple and if we don't succeed in getting this we risk to spoil a whole class. Apart from the stupidity of those who insist on the validity of certain parameters, for me to achieve a good change we need the good sense of those ASN that know karting well.”

Is the participation in the CIK-FIA races put in question by major constructors for this reason too?

“Our firm has got clear ideas: we know karting better than others and we know that the direction we are following for the regulations is not the right one. I repeat: rules are wrong! This is the problem. Tests, strict rules in the production and the need to follow certain parameters hinder our work. They prevent us from experimenting, stopping the adrenalin that also engineers and mechanics have, not only drivers. Just keep in mind that a driver doesn't go on the track by himself. Together with him there's a group of people: mechanics, technicians and all those who cooperate in the setting of the chassis and of the engine. All these people work together to get better and better results. If we take away this opportunity from them, they will lack in adrenalin and people will prefer ...to go fishing, because we told them not to express themselves. This is the most stupid thing we can do. In these last three years we have been making a lot of fuss and now I can say that we have often denounced how unfit these regulations were, in particular those rules that oblige the constructors to work on projects which are much more complex and, consequently, much more expensive too. Today I'm happy, because the other firms, which had initially supported these regulations, are now beginning to understand that things can't go on like that. However, when you don't see the expected results, it means that you need a change.”

So, what do we need to do?

“A very simple thing. Last year - and two years ago too – we had already proposed it: we just need to go back to the rules of the old ICA and Junior. We just need the good sense to say: let's do like that. However, always with the KF engine as it is now. We just need to change the regulation. We just need to do this. If we don't change we will keep on going towards the final disaster.”

Which is the message for the Federation which makes the rules?

“We don't want anybody's head but we should have the good sense to take a step back, for the sake of karting. To put things straight we need to go back on the old trail. Today the KF engine is used only in the countries where the constructors recommend it through their network of dealers, otherwise nobody would take it in consideration.”