

**NEDERLANDS KAMPIOENSCHAP 2 TAKT IAME
DUTCH CHAMPIONSHIP 2-STROKE IAME**

Technical Regulations

2018



Technical Regulations 2018

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1.1 Dispositions

While reading these regulations, don't forget that all modification or addition to the motor and/or its accessories is prohibited, unless it is specifically authorized.

By modification, IAME means all the operations susceptible to change the original aspect and the dimension of an original piece. Absolute interdiction to transform the configuration intern of the original motor by polishing, withdrawal or addition of matter.

Any modification and/or fitting causing the falsification of a value and/or its control is prohibited.

The drivers or their legal guardian are responsible for the conformity of their material.

IMPORTANT:

The tolerances of machining, assemblage and of adjustment indicated on the (homologation) official approval form refers exclusively to tolerances of fabrication. However, it is absolutely prohibited to carry out any kind of intervention on the engine, even if the dimensional characteristics are within the limits laid down by the tolerances.

The (homologation) official approval forms and technical forms in force are listed in the recapitulative document of reference C.I.B. DR 2018 as the factor in force.

They are an integral part of the present technical regulation and its annexes.

For any point not stipulated in this technical regulation and its annexes, the CIK technical regulations and its annexes in force shall be applied.

The conformity controls will be carried out by NK 2-TAKT IAME 2018 Staff. It is the latter who alone will write any eventual report of non-conformity.

One or more persons mandated by the Promoter of NK 2-TAKT IAME 2018 may take part in the scrutineering and will have access to the information's noted without the possibility of them being transmitted to a third party (except to the Federation and/or IAME S.p.A.) These mandated persons may be approved IAME-Netherlands retailers.

The Promoter of NK 2-TAKT IAME 2018 may also take part in the scrutineering and may also have access to noted information without the possibility that they be transmitted to a third party (except to the Federation and/or to IAME S.p.A.)

In such a case, the approved retailer(s) and the promoter, may propose which controls should take place, in agreement with the Scrutineers of the Challenges NK 2-TAKT IAME 2018 and the Federation.

During these technical controls, the only absolute and unquestionable references are:

- The present regulation
- The homologation forms or technical forms
- The comparison with the standard element

In the case of serious controversy during scrutineering, the parts which are the object of contestation may be kept and placed under seal to be sent by the organization to IAME S.p.A. who will conduct an evaluation in the factory.

The decision of IAME prevails over all the contestations of the elements mentioned above.

The motors may only be bought from retailers approved by IAME-Netherlands and IAME-Belgium .

The motors may only be maintained by retailers approved by " NK 2-TAKT IAME 2018 and IAME-Netherlands or IAME-Belgium.

The motors must sport the serial numbers engraved by the IAME S.p.A. factory except with authorized derogation (i.e. change of crankcases)

All motors used in NK 2-TAKT IAME 2018 must compulsorily be accompanied by an identification passport completed and authenticated by IAME-Netherlands or IAME-Belgium.

- The **X30 motors** as of series number **M3521/B3059** are equipped with the cylinder marked "**IAME**" as indicated on the (homologation) official approval form.
 - The motors with a series number **anterior** to M3521/B3059 may also have a cylinder marked "**IAME**";
 - The motors with a series number **posterior** to **M3521/B3059** **may not** be equipped with a cylinder other than "**IAME**";
- The "**IAME**" marking of these cylinders guarantees that the surfaces of the inferior and superior joints have not been retouched, this which is strictly prohibited.

One (1) "Race" motor and one (1) "Relief" motor are authorized by meeting.

The motors should compulsorily be sealed by a numbered IAME lead which only IAME Netherlands or IAME-Belgium or one of the retailers approved by IAME-Netherlands or IAME-Belgium may place or remove. **(C.I.B FT N° 10)**

By sealing a motor, the approved retailer pledges that it is according to conformity.

The passport of the "race" motor must be produced during scrutineering. It will be verified that the engine number and lead seal on the motor are correctly noted on the motor's passport.

As of the qualifying sessions the lead seal may **no longer** be changed.

In the case of a change of motor after qualifying and **only** in the case of established damage **verified** by the technical commission, the entrant must provide the passport of the "**Relief**" motor so that the engine number and the seal can be checked. It is only after this that the driver may use his "**Relief**" motor.

IMPORTANT:

The damaged motor must, **under no circumstances**, be presented at scrutineering **unsealed**.

Any unsealing of a motor in the absence of a scrutineer is **prohibited** and will be the object of a report of non-conformity.

In the case of non-conformity of the sealed part of the motor:

- the driver in question will be excluded from the meeting as well as the whole of the Challenge;
- The responsibility of the retailer in charge of the maintenance will be engaged. His recognition will be removed until further notice.

Each driver must provide a space on the bodywork of his kart reserved for the sponsors of the Challenge as on the precise plan supplied by IAME-Netherlands.

Any publicity on the kart from direct rival marks or firms of any of these sponsors of the challenge is strictly prohibited.

1.2 FUEL and LUBRICANT

A fuel of general distribution **98 Octane Unleaded Petrol, or otherwise stated in a bulletin by the organization.** (Norm EN 228) obtained from a service station, with no other additive other than the oil for the lubrication of the motor, is **the only one authorized.**

The organizer will designate and inform of the choice of the **reference service station** (C.I.B. RT annex N° 2) near to the circuit, where a reference sample will be taken so that comparison controls can be made with the mixture used against this reference sample (C.I.B.-RT annex n° 1)

The oil **WLADOIL K2T** is the only lubricant authorized.

Imposed concentration:

Mini-Parilla and X30 Cadet: **4 to 6%;**

Other categories: **4 to 6%.**

The percentage used must always be written on the technical passport, to be imperatively produced during scrutineering.

Any exceeding of the fixed limit with regards to the sample of the reference mixture will be the object of a detection of non-conformity (C.I.B.-RT annex N°1)

The apparatus of control used will be the DIGATRON "fuel tester".

The organizer reserves the right to ask the entrants to drain their tank and to use, in exchange, a fuel supplied by the organization, which will be 98 octane unleaded petrol, or the fuel specified in the bulletin supplied by the organization from the imposed service station, without any reclamation being accepted.

In such a case, the mixture will be made in the parc-ferme under the supervision of a scrutineer, by the driver or his mechanic, who must use for the mixture a sealed can of oil with its original capsule intact.

1.3 TYRES

1.3.1 Common Applications

Only the tyres (Slicks and Rain) bought in NK 2-TAKT IAME 2018 from IAME-Netherlands are **authorized**.

The tyres must be used as delivered by the supplier.

Any **treatment** which could modify the characteristics of the tyres is strictly **prohibited**. Controls may take place at any point of the meeting.

The measuring apparatus "MiniRAELite" will be used to verify that the tyres are conformable according to the regulations.

The COV measure should never be over **15 ppm (maximum value)**.

Note: The pollution of tyres (i.e. chain spray, fuel etc.) must be avoided as it may cause the value limit to be exceeded.

If the control reveals that tyres are not in conformity with the regulation, the driver in question will not be allowed onto the Pre-grid and, by consequence, will not take part in that corresponding part of the competition.

The organizers of the challenge reserve the right to proceed with the disposing of tyres in the parc ferme and this without prior warning.

During the mounting of new tyres, the entrant who, with an identical pressure on the same reference and type of tyre, notices a difference in circumference equal or superior to 15mm may ask to replace it.

This disposition is only applicable for a tyre that has not been used and as long as it is undamaged.

1.3.2 Particular Applications

Mini Parilla:

Slicks tyres (Race)

For the Slick tyres "race" the entrants must buy a Voucher from an approved retailer or the promoter of the challenge **NK 2-Takt IAME 2018**.

This Voucher will permit them to collect a set of Race tyres from the organizers, coming from a same lot, and scanned during the distribution.

The Race tyres may only be used as of the **qualifying sessions**.

They will be controlled before each use (Qualifying Sessions and Races)

In the case of Qualifying Sessions on a Saturday, the choice of tyres is "free" for the Sunday morning Warm Up, of the same make and type imposed in that category.

The race tyres may also be used.

Authorized Quantity:

2 Front + 2 Rear (+ 1 reserve, front **OR** rear, by choice) as of the qualifying sessions.

For the **reserve tyre**, the driver must collect a Reserve Tyre Voucher in plenty of time from an IAME-Netherlands approved retailer or from the Promoter.

To be able to use his reserve tyre, the driver must have his tyre registered by Scrutineering before its first use.

As of the **Qualifying sessions**, the only tyres that may be **used** are those which have been **authorized and registered** by the organization.

Slick Tyres (Practice)

As of the **Official Free Practice** sessions the use of tyres is free, these must be as imposed in the category: **KOMET K1D-M 11x5.00 / 10x4.00**.

They will be controlled before the start of each session.

These tyres may be provided by the entrant, bought from an IAME-Netherlands approved retailer or the importer IAME-Netherlands.

Rain Tyres

Rain tyres are **NOT permitted**.

X30 Cadet, Junior, Senior, Master, Super-X30, Shifter 125cc, Super-Shifter 175cc

Slicks Tyres (Race)

For the Slick tyres "**Race**" the entrants must buy a Voucher from a retailer approved by NK 2-Takt IAME 2018 and IAME-Netherlands.

This Voucher will allow them to collect, from the organization, a set of race Tyres, issued from a same batch, and registered by the organization.

The "Race" Tyres may only be used as of the qualifying sessions.

They will be controlled before each use (Qualifying Sessions and races)

Authorized quantity:

2 front and 2 rear (+ 1 reserve tyre, front **OR** rear, by choice) as of the qualifying sessions.

Concerning the reserve tyre, the driver must obtain a "reserve tyre" Voucher in plenty of time from an approved IAME-Netherlands retailer or from the Promoter.

To be able to use his **reserve tyre**, the driver must have it registered by the scrutineers before its first use.

As of the **Qualifying Sessions**, the only **permitted** tyres are those which have been **authorized** and **registered** by the organization.

In the case of qualifying on a Saturday, for the Sunday morning Warm Up the use of tyres is free, but being of the same make and type as imposed in the category;

The Race tyres may also be used.

Slick Tyres (Practice)

Concerning the tyres for **free practice and official free practice**, the choice of use of tyre is free, but must be of the type imposed in the category in question.

These tyres may be provided by the entrant or bought from an NK 2-Takt IAME 2018 approved retailer or the importer IAME-Netherlands; they will be controlled before the start of each session.

Rain tyres (Race)

For the **rain tyres race**, only the tyres bought in Netherlands scanned by IAME-Netherlands are authorized.

They must **imperatively** be registered at the **same time** as the slicks, unless purchased at a different event.

It will **no longer** be possible to register rain tyres **after** the slick tyres have been registered. The Race tyres must be used **as of the qualifying sessions** and are the only ones to be used as of this moment.

They will be controlled before each use (qualifying sessions and races).

Authorized Quantity: as of the Qualifying Sessions: 1 New set of tyres (2 front and 2 rear) + 1 reserve tyre (front OR rear) are the maximum authorized.

The rain tyres race may be used **after** being registered.

To be able to use the reserve tyre, the driver or his mechanic must have this tyre registered by the organization before its first use.

At the **first** meeting of NK 2-TAKT IAME 2018 (or at the first participation of a driver in one of the meetings of NK 2-TAKT IAME 2018), the drivers must **obligatorily** register **New** rain tyres race.

As of the second meeting of NK 2-TAKT IAME 2018 (or at the second participation of 2018), the rain tyres race **registered during previous NK 2-TAKT IAME 2018 are also authorized.**

As of a second participation in challenge IAME Netherlands 2018, the drivers have the choice between:

- Register rain tyres race from a **previous meeting 2018 or**
- Register a **new** set of rain tyres race.

No exception will be authorized.

Rain tyres (Practice)

The choice of tyres for **free practice and official free practice** is free, but must be those imposed in the category.

These tyres may be provided by an entrant or bought from an IAME-Netherlands approved retailer or from the Promoter of NK 2-TAKT IAME 2018.

- Part 2 - (Prescriptions by Category)

2.1 Mini Parilla

Total minimum weight (including driver): **105 kg**

2.1.1 Engine, accessories and equipment's

The only authorized engine is the **PARILLA PV60 MINI SWIFT version 2007 or before** ((Homologation) Official approval form N° 295)

The 2007 version is set to assure the stability of the motorization of the NK 2-TAKT IAME 2018, Mini Parilla for many years to come.

The **2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016 and 2018** versions are strictly **prohibited**.

It should be in conformity with the (homologation) official approval form and used with all its original accessories as mentioned on this form.

No transformation, improvement, addition, withdrawal of matter or polishing of an element of the engine or its accessories are authorized.

Only exception:

- The aluminum chain guard which may be modified to allow the chain to be removed without removing the engine.

Only IAME original spare parts are authorized during the maintenance of the engine.

A **single** IAME cylinder joint of 0.40 mm (tolerance of 0 / - 0,1 mm) is the only one authorized. The squish band measured all over: **0.70 mm minimum**.

Control done with a " tin/lead" wire (tin 60%) of \varnothing 1,5 mm.

The startup must compulsorily be done with the use of an on-board energy powered starter

; however, in the case of a circumstance outside one's control, the startup may be done with an external starter and this at the appreciation of scrutineering who will observe that the driver presents himself with a kart in a fit state to start within a reasonable delay.

The clutch must enter into total hold and draw the kart at a rating of **4500 T /mn** with a maximum tolerance of **+ 500 T /mn** and this at any moment of the competition (at the start as well as at the finish).

In the case of a control before the start, any driver not fulfilling this rule will be disallowed to start.

In the case of a control after the finish, any driver not fulfilling this rule will be the object of detection of the technical non-conformity of his engine. The controls may take place on the starting grid and /or in finish area. The type of tachometer used is of Type Alfano Pro V2.

The ratio of transmission must **compulsorily** have a value of **0,1388** (Engine pinion **imperatively 10** original IAME **cogs**, Crown **72 cogs**).

The original IAME exhaust bend, with integrated restrictor of **18.30 mm diameter Max**, sharp edge, unbeveled, without withdrawal of matter, polishing, painting or chromium plating (Technical form C.I.B. - FT N°2), must **compulsorily** come from a retailer approved by NK 2-TAKT IAME 2018.

The original exhaust pipe with original incorporated restrictor is the **only one authorized** (Technical form C.I.B. - FT N°2)

The exhaust pipe may not undergo any modification, withdrawal of matter, polishing, painting or chromium plating; Exhaust temperature probes are **forbidden**.
The sparkplug used must obligatorily have its original impervious joint, unless a temperature probe of **1.2 mm** thickness **minimum** replaces it.

The only sparkplugs authorized are the **NGK BR8EG / BR9EG / BR10EG** equipped with original joint and without any modification.

It is tolerated to improve the care of the motor oil seal by using an air/watertight paste. A supplementary original IAME ground cable is authorized.
The metal plate marked IAME Parilla fixed to the crankcase if facultative.

2.1.2 Bearings

Only the bearings of crankshaft 6204 set C3 or C4, steel ball bearings and a SKF polyamide cage are **authorized**.

However, ORS bearings of the same type will be tolerated (original mount on certain engines)

Ceramic ball bearings prohibited.

2.1.3 Carburetor and accessories:

TILLOTSON HW-31A (model with Venturi diameter of maximum 17,15 mm) with its **strictly** original configuration and with its 2 clamps (N° 1 and N° 2) installed in conformity.
(Technical Form C.I.B. FT N° 6)

The withdrawal, addition or polishing of any element of the carburetor is **strictly prohibited**.

Only the original accessories and spare parts delivered with the carburetor and by IAME-Netherlands are authorized.

- Spindle and its well **TILLOTSON ref: 233-720P** with its watertight copper gasket are the **only** permitted. (1 single original copper gasket is authorized);
- Gaskets and membranes **TILLOTSON Ref: DG 1HW** are the **only** authorized;
- Complete reparation kit **TILLOTSON Ref: RK 7HW** is the only authorized;

- The fork spring is free of choice.

The carburetor gasket and the 2 clamped gaskets (stacking **prohibited**) should **obligatory** be original Tillotson gaskets. (thickness 0.70 mm +/- 0.30)

Strictly Original Air Box (Homologation Form 01/SA/14) **without any modification** (2 versions: short or long tube).

The appendix before the airbox may be pierced for fixation purposes. The marking IAME is facultative (no marking on the older models)

In the case of rain, a device stopping the water from entering directly into the airbox is permitted, on the condition that this does not act as a Venturi and therefore allowing a larger quantity of air in than the original airbox alone uses.

2.1.4 Batteries:

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.

- FIAMM 7.2Ah or 9Ah
- ENERGY SAFE 7.2Ah

Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness of the motor at all times.

2.1.5 Chassis, accessories and equipment's

All the chassis of type "Mini Kart" officially approved by a national sporting federation and integrating the CIK recommendations are authorized.

Maximum diameter of rear axle = **30mm with a 5mm wall thickness.**

The wheelbase must be between **900 and 950 mm inclusive (+/- 5mm).**

The rear wide must be **maximum 115cm** A single chassis allowed by meeting **Ceramic** ball bearings **prohibited** Mechanical or Hydraulic controlled brakes (front brakes **prohibited**)

Steel or cast-iron disks **obligatory** (Aluminum, Ceramic and carbon prohibited) Aluminum or magnesium rims authorized (with bearing or hub at the front).

Front careenage **obligatorily** mounted with the CIK/FIA 2015-2020 approved mounting Kit **or** a front careenage mounted with a compatible mounting Kit to the approved CIK/FIA 2015-2020 (CIK regulation technical drawing N° 2c and 2d)

The attachment must be made **manually** with the 2 adjustable hooked clamps and this **without help** of any kind of tool, be it for the mounting or the dismounting. CIK officially approved rear wheel plastic protection **obligatory.**

The integral chain crankcase is **obligatory.**

Protections for the chassis are authorized as long as they are made from unbreakable materials, giving no advantage (Rigidity, Aerodynamics etc.) and that they are not protruding and judged dangerous.

In the case of the deterioration of a registered chassis and by request of the entrant, the Sporting Commission, after concertation with the scrutineers, may authorize, if it seems to be irreparable, the replacement of the chassis by one of the same mark and type.

After acceptance, the new chassis may be registered.

Imposed Tyres Slicks:

- Komet K1D-M Dimensions: Front: 10 x 4.00-5
Rear: 11 x 5.00-5
- Wet: Prohibited.

Identification on the track

- Number plates: **yellow** (1 front, 1 rear, 2 laterals)
- Numbers: **black** (a plate with pre-integrated numbers authorized)



2.2 X30 Cadet

Minimum total weight (driver included): 138 Kg

2.2.1 Motor, accessories and equipment

PARILLA X30 Cadet-Netherlands 14000 RPM is the **only** authorized motor supplied with **only** an electronic box type "F" (Starting system 2016 equipped with the electronic coil **prohibited**).

It should be in conformity with the (homologation) official approval form in force and used with all its original accessories as mentioned on this form. (Official Approval form N° 349)

No transformation, improvement, addition, withdrawal of matter or polishing of an element of the motor or its accessories are authorized.

Only exception: The plastic chain guard which may be modified to allow the chain to be removed without removing the motor.

The letter on the electronic box must be visible at all times without having to dismount it or dismount any element (Cables, relays etc.)

The electronic box may be replaced at any moment of the competition by a specimen provided by the organizer of the challenge and this without prior warning. It must therefore be possible to remove it from the kart without mechanical intervention on other elements. The promoter of the challenge may not be held responsible for any malfunction of the exchanged electronic box.

Only IAME original spare parts are authorized during the maintenance of the motor.

Only original IAME cylinder gaskets are authorized. The thickness is by choice and **piling is authorized.**

The cylinder height is 86.60mm (Tolerance: 0.10/-0.20mm) Whole measurement of squish band: **0.90 mm minimum** Control done with a "tin/lead" wire (tin 60%) of 1,5 mm diameter.

The original piston ring is the **only one authorized** (thickness 2.18 mm +/- 0,05mm)

Only fiber glass VETRONITE crankcases marked IAME are authorized. Thickness: **0.30 mm minimum**

Only the original IAME drive sprockets **10, 11 and 12** are authorized.

The startup must compulsorily be done with the use of the on-board energy powered starter
; however, in the case of a circumstance outside one's control, the starting may be done with an external starter and this at the appreciation of scrutineering who will observe that the driver presents himself with a kart in a fit state to start within a reasonable delay.

The clutch must enter into total hold and draw the kart at a rating of 4500 T/mn with a maximum tolerance of + 500 T/mn maximum and this at any moment of the competition (at the start as well as at the finish).

The controls may take place on the starting grid and/or the finishing area.

In the case of a control before the start, any driver not fulfilling this rule will be disallowed to start.

In the case of a control at the finish, any driver not fulfilling satisfactorily this rule will be the object of a detection of non-technical conformity.

The tachymeter used for the controls shall be of the Alfano brand.

The spark plug used must obligatorily have its original gasket, unless a temperature sensor of **minimum 1.2mm** thickness replaces this.

The only spark plugs authorized are the **NGK BR9EG / BR10EG/ BR9EIX / BR10EIX / R6254E105** equipped with original gasket and without any modification.

In the case of rain, a device preventing water to enter directly into the air box is permitted, on the condition that this does not have a Venturi effect and allow a larger quantity of air to enter than the air box alone.

The original exhaust pipe **without any modification** is the **only one authorized**. The exhaust bend and exhaust pipe may not under go any modification either, no withdrawal of matter, polishing, painting or chromium plating.

An exhaust temperature sensor is authorized, the piercing of the duct must correspond to the diameter of its support. (C.I.B. FT N° 5)

In the case of an eventual split in it, the exhaust bend may be repaired (welding) as long as the repair does not change the interior form of it.

In the case of welding or oxidization, the bend may be repainted.

The surfacing of the gasket plan of the exhaust bend joint is tolerated.

The **only** exhaust bend **authorized** is the model with incorporated restrictor of **max 23mm**, when cold as well as hot (Technical form C I B FT N°5)

The original IAME additional silencer without any modification is **obligatory** and the only one authorized (C.I.B. FT N°4)

The use of an original IAME thermostat (Simple or By-pass) is free and optional. A connector placed on a water hose and allowing the use of a temperature sensor is authorized

An adjustable radiator screen (curtain) is authorized. This must be fixed to the radiator. An adhesive tape is tolerated as long as it goes all round the radiator in such a way that the screen may not be removed while driving, even partially.

2.2.2 Bearings

Only the **SKF** bearings of crankshaft 6206 set C4 and balancing shaft 6202 and 6005 set C3 or C4 with steel ball bearings and a polyamide cage or identical are authorized.

However, ORS bearings of the same type will be tolerated (original mount on certain motors).

Oblique contact **prohibited**.

Ceramic ball bearings **prohibited**.

2.2.3 Carburetor and accessories:

Tryton HB27 C (model with Venturi maxi 26mm diameter maximum, strictly in its original configuration) (Homologation Official approval form N°293).

The withdrawal, addition or polishing of any element of the carburetor is **strictly prohibited**.

Only the original accessories delivered with the carburetor by IAME-Netherlands or IAME-Belgium are authorized,

Except:

- For the inlet needle and its seat which may be replaced by the whole Tillotson 233/710 P used **without** the copper washer;
- The gaskets and membranes (repair kits IAME **10948A-R215, C.I.B 2015-R02 and 2018-R03** are the **only ones** authorized other than the original parts);
- The fork spring which is free in choice.

The carburetor's gasket must obligatorily be an original IAME one. **(Thickness 1 mm +/- 0.3mm);**

The conveyor gasket / crankcase box must obligatorily be an original IAME one. **(Thickness 0,8 mm +/- 0,3 mm);**

The crankcase box /crankcase gasket must be an original IAME one. **(Thickness 1 mm +/- 0,3 mm).**

Trumpet grids are optional.

Only the original IAME rubber air box equipped with its sponge filtering element is authorized.

2.2.4 Batteries:

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.

- FIAMM 7.2Ah or 9Ah

- ENERGY SAFE 7.2Ah

Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness at all times.

2.2.5 Chassis, accessories and equipment

Any chassis officially approved by the CIK as of **2009** is authorized.

Only one chassis is authorized by meeting.

Hydraulics controlled brakes officially approved by CIK Front brakes **prohibited**;
Steel or cast-iron disks **obligatory** (Aluminum, Ceramic and carbon prohibited);
Ceramic ball bearings **prohibited**.

Front careenage and mounting kit CIK/FIA officially approved 2015-2020 **or** front careenage officially approved by CIK/FIA compatible with the CIK/FIA officially approved mounting kit 2015-2010 **obligatory**. (CIK regulations Technical drawings N°2c and 2d) CIK officially approved plastic rear wheel protection is **obligatory**.

The integral chain crank case is **obligatory**.

Protections for the chassis are authorized as long as they are made from unbreakable materials, giving no advantage (Rigidity, Aerodynamics etc.) and that they are not protruding and judged dangerous.

In the case of the deterioration of a registered chassis and by request of the entrant, the Sporting Commission, after concertation with the scrutineers, may authorize, if it seems to be irreparable, the replacement of the chassis of the same type and mark.

Imposed Tyres:

- Slicks: Komet K1H Dimensions:
Front: 10 x 4.60-5
Rear: 11x 7.10-5
- Rain: Komet K1W Dimensions:
Front: 10x4.20-5
Rear: 11x6.00-5

Identification on the track

- Number plates: **yellow** (1 front, 1 rear, 2 laterals)
- Numbers: **black** (a plate with pre-integrated numbers authorized)

2.3 X30 JUNIOR

Total minimum weight (driver included): **145 Kg.**

2.3.1 Motor, accessories and equipment

PARILLA X30 JUNIOR 16000 RPM is the only motor authorized, equipped with its Electronic box type "C" or Electronic Reel type "C" (Homologation N° 254)

It should be in conformity with the (homologation) current official approval form and used with all its original accessories as mentioned on this form.

No transformation, improvement, addition, withdrawal of matter or polishing of an element of the engine or its accessories are authorized.

Only exception: The plastic chain guard which may be modified to allow the chain to be removed without removing the motor.

The letter on the electronic box must be visible at all times without having to dismount it or dismount any element (bundles, relays etc.)

The electronic box or electronic coil may be replaced at any moment of the competition by an specimen provided by the organizer of the challenge and this without warning. It must therefore be possible to remove it from the kart without mechanical intervention on other elements.

The promoter of the challenge may not be held responsible for any malfunction of the exchanged electronic box or coil

Only IAME original spare parts are authorized during the maintenance of the motor.

Only IAME cylinder **gaskets** are **authorized**. Thickness free of choice and **piling** permitted. The cylinder height is 86.60mm (Tolerance: 0.10/-0.20mm)
Whole measurement of squish band: **0.90 mm minimum** Control done with a "tin/lead" wire (tin 60%) of 1,5 mm diameter.

The original piston ring is the **only one authorized** (thickness 2.18 mm +/- 0,05mm).

Reed pedals

Both the reed valves VETRONITE in glass fiber marked IAME (thickness **0,30mm minimum**) **and** the carbon reed pedals 0.24-0.25 clearly marked with IAME are authorized.

Only the original IAME drive sprockets 10, 11 and 12 are **authorized**.

The startup must compulsorily be done by the use of the on-board energy powered starter; however, in the case of a circumstance outside one's control, the starting may be done with an external starter and this at the appreciation of scrutineering who will observe that the driver presents himself with a kart in a fit state to start within a reasonable delay.

The clutch must enter into total hold and draw the kart at a rating of **4500 T/mn** with a **maximum** tolerance of **+ 500 T/mn** and this at any moment of the competition (at the start as well as at the finish)

In the case of a control before the start, any driver not fulfilling this rule will not be allowed to start.

In the case of a control at the finish, any driver not fulfilling satisfactorily this rule will be the object of a detection of non-technical conformity.

The tachymeter used for the controls shall be of the **Alfano** brand.

The spark plug used must obligatorily have its original gasket, unless a temperature sensor of **minimum 1.2mm** thickness replaces this.

The only spark plugs authorized are the NGK **BR9EG / BR10EG/ BR9EIX / BR10EIX / R6254E-105** equipped with original gasket and without any modification.

In the case of rain, a device preventing water to enter directly into the air box is permitted, on the condition that this does not have a Venturi effect and allow a larger quantity of air to enter than the original air box alone.

The original exhaust pipe without any modification is the only one authorized.

The exhaust bend and exhaust pipe may not under go any modification either, no withdrawal of matter, polishing, painting or chromium plating

An exhaust temperature sensor is authorized the piercing in the duct must correspond to the diameter of its support. (C.I.B. FT N° 3)

In the case of an eventual split in it, the exhaust bend may be repaired (welding) as long as the repair does not change the interior form of it.

In the case of welding or oxidization, the bend may be repainted.

The surfacing of the gasket plan of the exhaust bend joint is tolerated.

The **only** exhaust bend authorized is the model within incorporated restrictor of **Maxi 29mm**, cold as well as hot (C I B FT N°4).

The original IAME additional silencer without any modification is obligatory and the **only one authorized** (C.I.B. FT N°4).

The use of an original IAME thermostat (Simple or By-pass) is **free and optional**.

A connector placed on a water gasket and allowing the use of a temperature sensor is authorized.

An adjustable radiator screen (curtain) is authorized. This must be fixed to the radiator. Adhesive tape is tolerated as long as it goes around the radiator in such a way that it cannot be removed while racing, even partially.

2.3.2 Bearings:

Only the **SKF** bearings of crankshaft 6206 set C4 and balancing shaft 6202 and 6005 set C3 or C4 with steel ball bearings and a polyamide cage are **authorized**.

However, ORS bearings of the same type will be tolerated (original mount on certain engines)

Oblique contact **prohibited**. Ceramic ball bearings **prohibited**.

2.3.3 Carburetor and accessories:

Only **Tillotson HW27-A**, (model with Venturi **maxi 27mm** diameter maximum, strictly in its original configuration) (Homologation Official approval form N°348/A)

The withdrawal, addition or polishing of any element of the carburetor is strictly prohibited

Only the original accessories delivered with the carburetor by IAME-Netherlands or IAME-Belgium are **authorized**.

Repair kits

- The inlet needle and its seat which may be replaced by the whole Tillotson 233/721 P;
- The gasket and membranes. Repair kits **Tillotson RK-6-HW and DG-3-HW**;
- The fork spring which is free of choice.

The carburetor's gasket must obligatorily be an original IAME one. **(Thickness 1 mm +/- 0.3mm)**

The crankcase valve joint must be one of origin IAME. **(Thickness 1 mm +/- 0,3 mm)**

The conveyer joint/crankcase valve must be of origin IAME. **(Thickness 0,8 mm +/- 0,3 mm)**

Trumpet grids are optional.

Only the original IAME rubber air box equipped with its sponge filtering element is **authorized**.

In the case of rain, a device stopping water entering directly into the airbox is authorized, on the condition that this does not have a Venturi effect and allow more air to enter than the airbox alone would use.

2.3.4 Batteries:

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.

- FIAAM 7.2Ah or 9Ah
- ENERGY SAFE 7.2Ah

Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness at all times.

2.3.5 Chassis, accessories and equipment:

Any chassis officially approved by the CIK as of **2009** is authorized.

Only one chassis is authorized by meeting.

Hydraulics controlled brakes officially approved by CIK Front brakes **prohibited**.
Steel or cast-iron disks **obligatory** (Aluminum, Ceramic and Carbon prohibited).

Ceramic ball bearings **prohibited**.

Front careenage and mounting kit CIK/FIA officially approved 2015-2020 or front careenage officially approved by CIK/FIA compatible with the CIK/FIA officially approved mounting kit 2015-2020 **obligatory**. (CIK regulations Technical drawings N°2c and 2d) CIK officially approved plastic rear wheel protection is obligatory.

The integral chain crank case is obligatory.

Protections for the chassis are authorized as long as they are made from unbreakable materials, giving no advantage (Rigidity, Aerodynamics etc.) and that they are not protruding and judged dangerous.

In the case of the deterioration of a registered chassis and by request of the entrant, the Sporting Commission, after concertation with the scrutineers, may authorize, if it seems to be irreparable, the replacement of the chassis. After acceptance, the chassis **by one of the same type and make**.

Imposed tyres:

- Slicks: Komet K1H Dimensions:
Front: 10 x 4.60-5
Rear: 11x 7.10-5
- Rain: Komet K1W Dimensions:
Front: 10x4.20-5
Rear: 11x6.00-5

Identification on the track:

Number plates: **yellow** (1 front, 1 rear, 2 laterals)
Numbers: **black** Ca plate with pre-integrated authorized

2.4 X30 Senior, X30 Master

X30 Senior

Minimum total weight X30 (driver included): **158 Kg.**

X30 Master

Minimum total weight (driver included): **172 Kg.**

2.4.1 Engine, accessories and equipment's

PARILLA X30 Senior 16000 RPM is the only authorized motor, equipped with an electronic box type "C" or the electronic coil type "C" ((Homologation) Official approval form N° 254)

It should be in conformity with the (homologation) current official approval form and used with all its original accessories as mentioned on this form.

No transformation, improvement, addition, withdrawal of matter or polishing of an element of the engine or its accessories **are authorized.**

Only exception: the plastic chain guard which may be modified to allow the chain to be removed without removing the engine.

The letter on the electronic box must be visible at all times without having to dismount it or dismount any element (bundles, relays etc.).

The electronic box or the electronic reel may be replaced at any moment of the competition by an specimen provided by the organizer of the challenge and this without warning. It must therefore be possible to remove it from the kart without mechanical intervention on other elements. The promoter of the challenge may not be held responsible for any malfunction of the exchanged electronic box.

Only IAME original spare parts are authorized during the maintenance of the motor.

Only original IAME cylinder **gaskets** are **authorized.** The thickness is free of choice, piling is permitted.

The cylinder height is 86.60mm (Tolerance: 0.10/-0.20mm) Whole measurement of squish band: **0,90 mm minimum.**

Control done with a "tin/lead" wire (tin 60%) of 1,5 mm diameter.

The original segment is the **only one** authorized (thickness 2.18 mm +/- 0,05mm)

Reed pedals

Both the reed valves VETRONITE in glass fiber marked IAME (thickness **0,30mm minimum**) **and** the carbon reed pedals 0.24-0.25 clearly marked with IAME are authorized.

Only the original IAME drive pinions 10, 11 and 12 cogs are **authorized.**

The startup must compulsorily be done with the use of an on-board energy powered starter; however, in the case of a circumstance outside one's control, the startup may be done with an external starter and this at the appreciation of scrutineering who will observe that the driver presents himself with a kart in a fit state to start within a reasonable delay.

The clutch must enter into total hold and draw the kart at a rating of **4500 T/mn** with a maximum tolerance of **+ 500 T/mn max** and this at any moment of the competition (at the start as well as at the finish).

The controls may take place on the starting grid and/or the finishing area.

In the case of a control before the start, any driver not fulfilling this rule will be disallowed to start.

In the case of a control at the finish, any driver not fulfilling satisfactorily this rule will be the object of a detection of non-technical conformity.

The tachymeter used for the controls shall be of the mark Alfano.

The sparkplug used must obligatorily have its original impervious joint, unless a temperature probe of minimum **1.2mm mini** thickness minimum replaces this.

The only sparkplugs authorized are the **NGK BR9EG / BR10EG/ BR9EIX / BR10EIX /R6254E-105** equipped with original joint and without any modification.

In the case of rain, a device preventing water to enter directly into the air box is permitted, on the condition that this does not have a Venturi effect and allow a larger quantity of air to enter than the original air box alone.

The original exhaust pipe without any modification is the **only one** authorized. The exhaust bend and exhaust pipe may not undergo any modification either, no withdrawal of matter, polishing, painting or chromium plating;

An exhaust temperature probe is authorized, the piercing in the duct must correspond to the diameter of its support.

In the case of an eventual split in it, the exhaust bend may be repaired (soldering) as long as the repair does not change the interior form of it.

In the case of soldering or oxidization, the bend may be repainted. The surfacing of the surface of the exhaust bend joint is tolerated

The original IAME additional silencer without any modification is **obligatory** and the only one authorized. (C.I.B. FT N°4).

The use of an original IAME thermostat (Simple or By-pass) is **free and optional**.

A joint placed on a water flexible and allowing the use of a temperature probe is authorized. An adjustable radiator screen (curtain) is authorized. This must be fixed to the radiator.

Adhesive tape is tolerated as long as it goes around the radiator in such a way that it cannot be removed while racing, even partially.

2.4.2 Bearings

Only the bearings of crankshaft 6206 set C4 and balancing shaft 6202 and 6005 set C3 or C4 with steel ball bearings and an **SKF** polyamide cage or identical are authorized.

However, ORS bearings of the same type will be tolerated (original mount on certain motors). Oblique contact **prohibited**. Ceramic ball bearings **prohibited**.

2.4.3 Carburetor and accessories:

Only Tillotson HW27-A (model with Venturi **maxi 27mm** diameter maximum, strictly in its original configuration) (Homologation Official approval form N°348/A).

The withdrawal, addition or polishing of any element of the carburetor is strictly prohibited

Only the original accessories delivered with the carburetor by IAME-Netherlands or IAME-Belgium are **authorized**.

Repair kits

- The inlet needle and its seat which may be replaced by the whole Tillotson 233/721 P;
- The gasket and membranes. Repair kits **Tillotson RK-6-HW and DG-3-HW**;
- The fork spring which is free of choice.

The carburetor's joint must obligatorily be an original IAME one. **(Thickness 1 mm +/- 0.3mm)**

The conveyer gasket/crankcase valve must obligatorily be an original IAME **(Thickness 0,8 mm +/- 0,3 mm)**

The crankcase valve/ crankcase gaskets must be IAME original. **(Thickness 1 mm +/- 0,3 mm)**

Trumpet grids are optional.

Only the original IAME rubber airbox joint equipped with its sponge filtering element is authorized.

In the case of rain, a device to stop water entering directly into the Airbox is permitted, on the condition that it does not have a Venturi effect and enable the entry of a greater quantity of air than the original airbox would use alone.

2.4.4 Batteries:

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.

- FIAMM 7.2Ah or 9Ah
- ENERGY SAFE 7.2Ah

Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness at all times.

2.4.5 Chassis, accessories and equipment

Any chassis officially approved by the CIK as of **2006** is authorized.

Only one chassis is authorized by meeting.

Hydraulics controlled rear brakes officially approved by CIK.

Ceramic ball bearings prohibited.

X30 Senior:

Front brakes prohibited.

X30 Master:

Front brakes prohibited.

The letter on the electronic box or reel must be visible at all times without having to dismount any parts.

The electronic box or coil may be replaced at any moment of the competition by an specimen provided by the organizer of the challenge and this without prior warning. It must therefore be possible to remove it from the kart without mechanical intervention on other elements. The promoter of the challenge may not be held responsible in the case of malfunction of the replaced electronic part.

The sparkplug used must obligatorily have its original impervious joint, unless a temperature probe of minimum 1.2mm thickness replaces this. In this case the body and the isolation of the sparkplug's electrode screwed onto the cylinder head must in no case be higher than the dome of the combustion chamber.

The only sparkplugs authorized are the **NGK BR9EG / BR10 EIX / BR10EG / R6254E-105** equipped with original joint and without any modification.

In the case of rain, a device preventing water to enter directly into the air box is permitted, on the condition that this does not have a Venturi effect and allow a larger quantity of air to enter than the original air box used alone.

The radiator is **free**.

The use of an original IAME thermostat (Simple or By-pass) is free and optional.

The choice of radiator is free but must be able to be inserted into a rectangle 300mm X 500mm.

An adjustable radiator screen (curtain) is authorized. This must be fixed to the radiator. Adhesive tape is tolerated as long as it goes around the radiator in such a way that it cannot be removed while racing, even partially.

The choice of water pump and pulley is **free**.

The crankcases must be original and marked IAME (thickness 0.40mm +/- 0.05 mm).

The original officially approved exhaust pipe without any modification is the only one authorized. (Form N° 343)

The whole exhaust system as well as the collector may not be transformed in any way. They may neither have any matter removed, be painted, chromium plated or polished.

The length of the exhaust bend must strictly remain as of origin (1 aluminum wedge: Cod. IFH 20500 Thickness: 5 +/- 0,5) and only 2 original IAME joints (Thickness: 1,4 in all circumstances)

Only the original exhaust elbows Ref: **IZH-06100** (28mm) or **IZH-06101** (26-28mm) without any transformation are authorized.

ONLY exhaust silencers authorized:

- Silencer **KZ1 / KZ2** CIK approved 2014-2022 (Homologation 1 à 6 EX-SI 22);
- Silencer **Elto Type 118 Aluminum and Elto Type 108 Carbon** (Form C.I.B. FT N°9);
- Silencer **Elto "Racing" and MC "Racing"** (Form C.I.B. N° 9).

The exhaust silencers must imperatively remain conform to their homologation or technical forms, they must not be modified either in structure or dimension.

The **only** elements possible of being the object of an **exception** are:

- The original cylinder joints may **only** be replaced by IAME joints with a thickness of 0.10 / 0.20 / 0.30 / 0.40 / 0.50 mm (Tolerance +/- 0.5 mm), Piling being permitted;
- Crankcase reinforcements, optional and free in form and number;
- Piercing of the exhaust pipe to allow the addition of an exhaust probe (at the specifically allowed position) is authorized;
- The transmission sprocket (only original IAME motor sprockets with **Z15, 16,17,18,19 and 20 cogs are authorized**).

2.2.2 Bearings

Only **SKF** crankshaft roller bearings BC1-1442B and gear box shaft bearings 6205 set C3 or C4 – 6204 set C3 or C4 – 6202 set C3 or C4, steel ball bearings, steel or polyamide cage are authorized.

However, ORS bearings of the same type will be tolerated (original on certain motors).
Oblique contact **prohibited**.

Ceramic ball bearings **prohibited**.

2.5.3 Carburetor and accessories:

Dell'Orto VHSB 36-RD, strictly in its original configuration and without modifications.

The withdrawal, addition or polishing of any element of the carburetor is strictly **prohibited**. Only the original Dell'Orto spare parts are authorized.

Prohibited are:

- Internal fuel filter (the original Dell'Orto filter must be removed without **any possible substitution** / filter on the petrol admission pipe **only**);
- Variable jet kit.

Imposed, with no possible modification or exchange, are:

- Conical needles **K19 or K28 or K96**;
- Emulsifier **B100 or CD1**;
- Jet **60 minimum** (larger jets are authorized);
- Pulveriser: **Range DQ only**;
- Air valve **50**;
- Kit Float needle **350** equipped with a **single** joint;
- Floater **4gr.** (2 twin floaters);
- Stater jet **60**.

Only authorized Air Boxes (in conformity with their official approval form) are:

- **NOX 30** (with sound proofing element) (Form 16/SA/18);
- **ACTIVE 30** (with sound proofing element) (Form 27/SA/24).

The original rubber joint must be in conformity to that presented on the official approval form of the air box used.

In the case of rain, a device to prevent water entering directly into the airbox is permitted, on the condition that it does not have a Venturi effect and allow a greater quantity of air to enter than the airbox alone would use.

2.5.4. Petrol pump:

Only original pumps IAME Mikuni Ref: DF52-176 or PAIOLI Ref: 2159063 without modification are authorized.

2.5.5 Batteries:

Only Technology VRLA batteries (Lead/Acid/Gel) are authorized.

- FIAMM 7.2Ah or 9Ah;
- ENERGY SAFE 7.2Ah.

Lithium-Ion batteries are tolerated.

The battery should be correctly connected to the cable harness at all times.

2.5.6 Chassis, accessories and equipment's

Any chassis officially approved by the CIK as of **2009** is authorized.

Only one chassis is authorized by meeting.

Hydraulically controlled brakes working simultaneously on the 4 wheels, officially approved by CIK for karts with a gear box, are **obligatory**.

Steel or cast-iron disks **obligatory** (Aluminum, Ceramic and carbon prohibited).

Ceramic ball bearings **prohibited**.

Front careenage and mounting kit CIK/FIA officially approved 2015-2020 or front careenage officially approved by CIK/FIA compatible with the CIK/FIA officially approved mounting kit 2015-2020 **obligatory**. (CIK regulations Technical drawings N°2c and 2d) CIK officially approved CIK officially approved plastic rear wheel protection is **obligatory**.

Protections for the chassis are authorized as long as they are made from unbreakable materials, giving no advantage (Rigidity, Aerodynamics etc.) and that they are not protruding and judged dangerous.

In the case of the deterioration of a registered chassis and by request of the entrant, the Sporting Commission, after concertation with the scrutineers, may authorize, if it seems to be irreparable, the replacement of the chassis by one of the same type and mark.

Imposed Tyres

- | | | |
|---------------------|-------------|--|
| • Slicks: Komet K1i | Dimensions: | Front: 10 x 4.60-5
Rear: 11x 7.10-5 |
| • Rain: Komet K1W | Dimensions: | Front: 10x4.20-5
Rear: 11x6.00-5 |

Identification on the track

- Number plates: **yellow** (1 front,1 rear, 2 laterals)
- Numbers : **black** (Plates with incorporated numbers authorized)

-Part 3- (Chronology)

3.1 Chronology and Updates

3.1.1 Initial Version

CIB RT 2018 / V.I

Date of effect 30/01/2018

3.1.2 Updates

CIB RT U N°.... Updates.

The updates of these regulations are signified in the document (CIB DR 2016) at the index in effect.

