



## IAME EUROPEAN OPEN 2016



**ORGANISED BY TRENT VALLEY KART CLUB PF INTERNATIONAL KART CIRCUIT,  
BRANDON, GRANTHAM, LINCS, NG32 2AY  
SUPPLEMENTARY REGULATIONS  
(INCLUDING SPORTING & TECHNICAL REGULATIONS)**

<b>1</b>	<b>GOVERNANCE, TITLE AND JURISDICTION</b>
1.1	Trent Valley Kart Club Ltd will organise and administer the IAME EUROPEAN OPEN 2016 in accordance with the General Regulations of the Royal Automobile Club Motorsports Association (incorporating the provisions of the International Sporting Code of the FIA) the 2016 MSA Yearbook and these Supplementary Regulations.
1.2	The meeting will be held at the Paul Fletcher International Kart Circuit, Brandon Grantham, Lincolnshire NG32 2AY. Track Licence Number K/2016133. The circuit length is 1382 meters
1.3	The meeting will be held on the 17 <sup>th</sup> -19 <sup>th</sup> June 2016 under National A Permit. Number TBC. The event will be contested over this one single round. Unofficial (non-qualifying) practice will take place on 15 <sup>th</sup> & 16 <sup>th</sup> June 2016.
1.4	The following are nominated as officials of the meeting: Secretary of the Meeting- Mrs Danielle Short Chief Clerk of the Course- Mr Nigel Edwards Chief Scrutineer – Bill Saunders Eligibility Scrutineer – Mr Ernie Salmon MSA Steward – Mr Rod Taylor (Chairman of the Panel of Steward) Panel of Stewards – Mr Philippe Lackman & Mr Matthew Daniels Chief Timekeeper – Mr Ian Rogers The meeting will include the MSA CIK Judicial Trial
1.4.1	The following are nominated as Judges of Fact: Vehicle Eligibility – Chief Scrutineer & members of the Technical Commission Noise Readings – Environmental Scrutineer Number of laps completed- Chief Lap Scorer First across the finish line – Timekeepers Race Starts – Starter and Assistant Starter Jump Starts – Camera Technician.
1.4.2	A full list of officials will be published in the event programme. The Club reserves the right to change Officials when necessary.
<b>2</b>	<b>ELIGIBILITY</b>
2.1	All competitors must hold a minimum of a valid MSA National A Licence for all classes and must be a fully paid up member of an MSA approved kart club affiliated to the ABKc. Licences, Membership Cards and all other relevant documentation must be presented and will be inspected at signing on.
2.2	The event is on the NCAFP Calendar and is open to non-MSA licence holders, including foreign competitors, providing that they comply with the 2016 MSA Yearbook section H262.1
2.3	Entrants must be in possession of a valid MSA Entrants Licence, in accordance with section H27 of the MSA Yearbook. For competitors under the age of 18, the competitors parent or guardian must hold a valid Kart PG Licence in accordance with the current MSA Yearbook section u 14.1.5. at the event the competitor must be accompanied by the holder of the PG Licence who must sign on as the entrant of that competitor.

2.4	<p>The event is open to the following classes as defined in the Technical Regulations for the event:</p> <p>IAME Cadet (Maximum of 36 entries)  X30 Junior (Maximum of 100 entries)  X30 Senior (Maximum of 100 entries)  X30 Masters (Maximum of 36 entries)</p> <p>The organisers will abide strictly to a minimum number of 15 entries for each class to run at the event. Should the figure not be reached in any class, the organisers reserve the right to cancel the class and not present any awards to that class.</p>
<b>3</b>	<b>ENTRIES</b>
3.1	Entries open on Saturday April 2 <sup>nd</sup> 2016 at 12 Noon and close on Friday 27 <sup>th</sup> May 2016 at 12 Noon.
3.2	<p>All entries must be submitted on line through the TVKC website <a href="http://www.tvkc.co.uk/iameeuropeanopen">www.tvkc.co.uk/iameeuropeanopen</a> using the Trakdata app and accompanied by the correct fee for the 5-day event:</p> <p>IAME Cadet £600 this includes 1 set of mandatory slick tyres and 1 set of mandatory wet tyres.  X30 Junior £900 this includes 2 sets of mandatory slick tyres and 2 sets of mandatory wet tyres  X30 Senior £900 this includes 2 sets of mandatory slick tyres and 2 sets of mandatory wet tyres  X30 Master £900 this includes 2 sets of mandatory slick tyres and 2 sets of mandatory wet tyres</p>
3.3	<p>Entry fees will only be refunded if an entry is withdrawn/cancelled in writing before the closing date. Entries withdrawn/cancelled after the closing date will not be refunded, without exception.</p> <p>If the meeting is abandoned or cancelled, and administration fee of £25 will be taken before any refund of entries.</p>
3.4	<p>All entries will be accepted on a strictly first come first serve basis and only accepted with the correct fee.</p> <p>Acceptance of entry will be by email only.</p> <p>The Maximum entries for the event will be 272 and classes may be restricted on numbers.</p> <p>All reserve drivers will be places on a reserve list in order of receipt of entry and payment and will be notified by email should any cancelations arise.</p>
3.5	All drivers entered into the IAME European Open are not permitted to test for the event after Saturday 11 <sup>th</sup> June 2016 until the commencement of the meeting (Wednesday 15 <sup>th</sup> June). Any driver found to have tested during this period may risk exclusion from the event.
3.6	It is highly recommended that drivers, teams and entrants have comprehensive and valid insurance cover at this event and spot checks may be made. The ABkC have arrangements for insurance cover at competitive rates. For information contact the ABkC.
<b>4</b>	<b>SPORTING REGULATIONS</b>
4.1	Parents/guardians/guarantors of minors – by countersigning, they agree that they have no objection to still or moving images being taken of the driver, volunteer or official undertaking their sporting activities.
4.2	Signing on will take place on the afternoon of Thursday 16 <sup>th</sup> June 2016 until 18:00hrs followed by a further hour on Friday 17 <sup>th</sup> June 2016 07:00hrs – 08:00hrs.
<b>5</b>	<b>PADDOCK &amp; PARC FERME RULES</b>
5.1	<p>Paddock instillation will begin on Tuesday 14<sup>th</sup> June at 09:00hrs and will be as directed by Trent Valley kart club Officials. Please contact Clare Mills with your paddock requirements <a href="mailto:clare@tvkc.co.uk">clare@tvkc.co.uk</a> The paddock instillation plan will be available to view on the event website <a href="http://www.tvkc.co.uk/iameeuropeanopen">www.tvkc.co.uk/iameeuropeanopen</a> Any driver testing on Friday 10<sup>th</sup> or Saturday 11<sup>th</sup> June may leave their equipment set up providing it is in their allocated pit bay assigned to them for the event.</p> <p><b>PLEASE NOTE:</b> Strictly no private cars will be allowed in the main paddock throughout the event. All caravans &amp; motorhomes must be parked in the rear paddock or on the designated grass area.</p>
5.2	There is a noise restriction at the club which limits running of engines in the pit bay or awning to a maximum of 10 seconds.



5.3	<p>All drivers must comply with the requirements of the 2016 MSA Kart Race Yearbook B15 with regard to fire extinguishers. These may be checked by a qualified inspector, nominated by Trent Valley Kart Club during the course of the meeting.</p> <p>All drivers must have present at race meetings a fire extinguisher to BSEN3 or EN3 standard with a minimum 55B rating. Environmental Scrutineers will carry out spot checks in the paddock. (Note: type B means for the use with flammable liquids and the 55 refers to the capacity. The actual extinguisher is not specified, but Halon is no longer legal in the UK). Fire extinguishers must be kept at the entrance to the competitors' pit space at all times. It is recommended that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than 1 private competitor is sharing the awning then a minimum of two 2kg extinguishers be available. Commercial enterprises should be aware of health and safety at work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance(s) of the awning.</p>
5.4	<p>A maximum of two people (1 driver and 1 mechanic) will be allowed on the Dunny Grid/Parc Ferme areas. Trent Valley Kart Club will supply one Mechanics and one driver's wrist band for the event to each driver at signing on and the pass must be shown at all times. Anyone losing their pass will be charged £10 for a replacement.</p>
5.5	<p>The Dummy Grid will be closed 2 minutes before the finish of the previous race or Qualifying Practice, competitors not on the Dummy Grid by that time will have to start at the back of the grid at the discretion of the Clerk of the Course. There will be a clock provided for competitor's reference.</p>
<b>6</b>	<b>TECHNICAL REGULATIONS AND SCRUTINEERING</b>
6.1	<p>Technical Regulations for classes are as follows:  X30 Junior &amp; X30 Senior will be as defined in the MSA Technical Regulations (appended to these Supplementary Regulations).  IAME Cadet Technical Regulations as per MSA 2016 Kart Race Yearbook &amp; in compliance with the 2016 MSA General Regulations  X30 Masters must be a minimum weight of 175kg and a minimum age of 30 years, proof of age will be required at signing on.  Please note: any reference to the CIK regulations refers to the CIK 2016 Annuaire.</p>
6.2	<p>It is a condition upon entry that a driver will, when so directed by the Chief Scrutineer or his deputy, carry on board cameras and recording equipment for either judicial or filming purposes.</p>
<b>6.3</b>	<b>SCRUTINEERING:</b> Scrutineering (Technical Checks) will take place on Thursday 16 <sup>th</sup> June at a time to be notified in the Official Programme and Timetable.
6.3.1	<p>Competitors must present their scrutineering card before Qualifying Practice, these cards will be used to check that each competitor is at all times using the equipment declared and presented by him/her at pre-race scrutineering. Any deviation from this will be considered a matter of fact for which there is no appeal.</p>
6.3.2	<p>All classes will be allowed one chassis and two engines. Engines and chassis will be sealed or stamped at the discretion of the Chief Scrutineer.</p>
6.3.3	<p>Prior to Qualifying Practice, a driver may substitute an engine and/or chassis after obtaining the permission of the Chief Scrutineer. During the meeting, should a chassis be damaged beyond repair, on the examination and recommendation of the Chief Scrutineer and at the discretion of the Clerk of the Course &amp; Chief Scrutineer, a second chassis may be nominated. THE SCRUTINEERS WILL ONLY ACCEPT A LIKE FOR LIKE CHASSIS – NO CHANGE OF MANUFACTURES WILL BE ALLOWED.</p>
6.3.4	<p>Should it become necessary to carry on board cameras, (if requested by club officials), the competitors and kart must be checked and passed by the scrutineer. Minimum weights will include on board cameras and associated equipment.</p>
6.3.5	<p>At any time during the race meeting the Chief Scrutineer or a member of the Technical Commission can order a change of an ECU with a controlled ECU held by the organisers.</p>
<b>6.4</b>	<b>TYRES:</b> All tyres will be to the class regulations shown in the MSA Kart Yearbook and appended to these regulations.

6.4.1	The entry fee for the X30 Junior, X30 Senior & X30 Masters includes 2 sets of mandatory slick tyres and 2 sets of mandatory wet tyres. The entry fee for IAME Cadet includes 1 set of mandatory slick tyres and 1 set of mandatory wet tyres. The organiser will be supplying the mandatory tyres for the event and distributed at scrutineering.
6.4.2	All tyres will be barcode recorded by the Scrutineers for the event before the commencement of Qualifying Practice, either on the Scrutineering card and/or by electronic reading. It is the competitor's responsibility to ensure the tyre barcodes are recorded.
6.4.3	The competitor may choose when he/she uses each set of mandatory tyres, however the mandatory tyres must be used at all times throughout the event with the exception of unofficial practice and warm up sessions.
6.4.4	At the discretion of the Chief Scrutineer, any class or individual driver may be required to have 'Parc Ferme' tyres for Qualifying Practice, heats or the duration of the meeting.
6.4.5	Treating tyres with a chemical substance or heat gun is prohibited. Section U16.9.6 and 16.9.7 of the 2016 MSA Yearbook refer. The penalty for chemical treatment, if proven, will be exclusion from the meeting.
<b>6.5</b>	<b>FUEL:</b> fuel for all classes must comply with the MSA Competitors Yearbook or the Technical Regulations appended to these Regulations. There will be a nominated fuel station and pump, the pump will be clearly marked with IAME INTERNATIONAL OPEN 2016 FUEL. Details of this will be released on the event website. <a href="http://www.tvkc.co.uk/iameeuropeanopen">www.tvkc.co.uk/iameeuropeanopen</a>
6.5.1	Fuel samples may be taken at any time during the event.
6.5.2	Competitors must make sure tyres and fuel cans are removed from the circuit at the end of the meeting.
<b>6.6</b>	<b>TRANSPONDERS:</b> All karts must be fitted with a TAG transponder in accordance with the MSA Kart Race Yearbook 2016. (section F) It is the driver's responsibility to make sure the transponder is fitted and working correctly. Any competitor without a working transponder fitted will not be in the results.
6.6.1	Transponders must be fitted before the warm up session on Friday and at all other times throughout the event.
6.6.2	TAG Transponders can be hired FREE OF CHARGE from Trent Valley Kart Club but this must be marked on the Official Entry Form. It is the drivers responsibility to return the transponder to Trent Valley Kart Club at the end of the event, the driver will be held responsible for the return of the transponder and loss or damage of the transponder will have to be paid for by the driver.
<b>7</b>	<b>TIMETABLE</b>
7.1	The event will run to a timetable which will be published in the event programme and on the event website <a href="http://www.tvkc.co.uk/iameeuropeanopen">www.tvkc.co.uk/iameeuropeanopen</a> however the organisers reserve the right to deviate from the timetable for safety reasons or other unforeseen circumstances.
7.2	Wednesday 15 <sup>th</sup> June & Thursday 16 <sup>th</sup> June – Non Qualifying Practice Friday 17 <sup>th</sup> June - Qualifying Practice & Heats Saturday 18 <sup>th</sup> June – Qualifying Practice & Heats Sunday 19 <sup>th</sup> June – Pre Finals & Finals
7.3	Driver's & Entrants briefing will take place on Thursday 16 <sup>th</sup> June at a time and location to be notified in the Official timetable & Signing on.
7.4	There will be an 8 minute warm up on both Friday and Saturday prior to Qualifying Practice and a 5 minute warm up on Sunday Morning prior to the Repercharge(s)/Pre Finals.
7.5	It is anticipated that the repercharge(s) will take place on Sunday Morning, but this may be subject to change at the organisers discretion. The Pre Finals and Finals for all classes will take place on Sunday 19 <sup>th</sup> June.
<b>8</b>	<b>GRID POSITIONS</b>
8.1	The maximum grid for the heats will not exceed 36.
8.2	Where the entry numbers require a class to be split over 2 or 3 qualifying sessions (more than 36 entries): if the fastest time achieved in the slowest group is not more than 101% of the fastest time achieved in the faster group, the classification will be determined by the order of the fastest times achieved by each driver.
8.3	If the fastest time achieved in the slowest group is more than 101% of the fastest time achieved in the fastest group, fastest time overall will take pole for group A. 2 <sup>nd</sup> place in classification will take pole for group B. 3 <sup>rd</sup> place in classification will take pole for group C (or 2 <sup>nd</sup> place in group A if only 2 groups) 4 <sup>th</sup> place will take 2 <sup>nd</sup> place in group A (or 2 <sup>nd</sup> in group B if 3 groups) etc....



8.4	The top 4 finishers in the 1 <sup>st</sup> Repercharge in each class will progress to the last 4 starting grids of the 2 <sup>nd</sup> Repercharge and the top 4 finishers in the 2 <sup>nd</sup> Repercharge will progress to the last 4 starting grids of the Pre Final.
8.5	The finishing positions gained in the Pre Finals will give the starting positions on the grid for the Final Race.
<b>9</b>	<b>STARTS</b>
9.1	All starts will be rolling.
9.2	ROLLING STARTS: The CIK Tramline system will be used, along with a start grid camera. The starter and Chief Timekeeper will be judges of Fact in determining excessive start speeds, pushing/contact driving or a jump start. A mandatory 10 second penalty will be imposed for any of these driving offences or for any driver breaking formation prior to the red lights going out as determined by the Chief Timekeeper and Starter.
9.3	Competitors missing part of the circuit may be penalised either up to 1 lap or an equivalent place penalty to a maximum of 30 seconds at the discretion of the Clerk of the Course.
<b>10</b>	<b>RACING/HEATS/FINALS</b>
10.1	All competitors will have Qualifying Practice on Friday and Saturday. Qualifying Practice duration will be 8 minute's duration, any kart entering the pits from the circuit during Qualifying Practice will not be permitted to re-join the track. Transponders must be fitted for Qualifying Practice.
10.2	All drivers will have 2 heats on Friday and Saturday at a duration of 10 Minutes + 1 lap. All grid positions for the heats will be determined by Qualifying Practice results on that day.
10.3	Competitors qualifying for the A final will have a Pre Final and Final.
10.4	Changes to the duration of Qualifying Practice, heats & finals may be made at the discretion of the organisers. Competitors will be notified of any changes to the published timetable as soon as possible throughout the meeting via the official notice board located on the race office window.
<b>11</b>	<b>RACE STOPPAGE</b>
11.1	Race stoppage will be as per 2016 MSA Yearbook.
<b>12</b>	<b>POINTS AND RESULTS</b>
12.1	Grid points will be given as follows, 1 <sup>st</sup> place 0 points, 2 <sup>nd</sup> place 2 points, 3 <sup>rd</sup> place 3 points, increasing by 1 point. Non-starters and exclusions will be given 1 more point than the number of drivers that started that heat.
12.2	From the total of the heat grid points accumulated from 2 heats on Friday and 2 heats on Saturday, the 32 drivers with the lowest scores will qualify automatically for the Pre Final. The lowest score will be on pole.
12.3	Ties will be resolved using the results from Qualifying Practice on Friday.
<b>13</b>	<b>AWARDS</b>
13.1	Trophies will be awarded in all 4 classes to the top 3 finishers in the A Final Prize money will be awarded to X30 Junior, X30 Senior & X30 Masters as follows: 1 <sup>st</sup> place 3000 Euro 2 <sup>nd</sup> place 2000 Euro 3 <sup>rd</sup> place 1000 Euro Prize money will be awarded to IAME Cadet class as follows: 1 <sup>st</sup> place 1000 Euro 2 <sup>nd</sup> place 500 Euro 3 <sup>rd</sup> place 250 Euro
13.2	All drivers must collect their awards personally at the podium presentation on Sunday, otherwise they are forfeit. In the event of any provisional results being revised after any presentations and such revisions affect the distribution of any awards, the competitor(s) concerned must return such awards to TVKC Ltd in good condition within 7 days of the end of the event.
<b>14</b>	<b>JUDICIAL PROCEDURES</b>
14.1	Protests and Appeals must be logged in accordance with the Motor Sport Council agreement of the trial of the CIK-FIA system of Judicial Procedures. The MSA has issued an event bulletin which sets out the Trial. A copy of which can be obtained from Race Control on request.



14.2	Official circuit cameras may only be used as admissible evidence in Judicial Procedures at the discretion of the Clerk of the Course or the Chairman of the Panel of Stewards.
<b>15</b>	<b>PENALTIES</b>
15.1	Penalties will be in accordance with the 2016 MSA Yearbook, these Supplementary Regulations, the Table of Mandatory penalties set down by the MSA for the CIK-FIA system of Judicial Procedures and any other written instructions.
<b>16</b>	<b>SPONSORSHIP</b>
16.1	Competitors may be required to wear sponsors' decals or badges or display them on their kart. If so these will be distributed at signing on and must be displayed at all times during the event.
16.2	Competitors must present themselves for the podium prize giving in their race suit and, if requested by the organisers wear only the cap provided.
16.3	Competitors may be required to take part in other promotional activities during the event.
16.4	Failure to comply with 16.1,16.2, & 16.3 could result in exclusion from the event, or forfeiture of any prize or award.
16.5	Tobacco related advertising is forbidden on karts, drivers or mechanics apparel, in accordance with 2016MSA Yearbook H28.1.6.
<b>17</b>	<b>GENERAL</b>
17.1	The organisers (Trent Valley Kart Club) reserve the right to issue additional statements concerning the Sporting or Technical Regulations of the meeting. Following agreement from the MSA. All such statements will be communicated to all registered competitors by way of Bulletin at the race meeting.



## STEWARDS DECISION NOTIFICATION

Club Name: ..... Venue : .....

Clerk of Course: ..... Date : ..... Time : .....

To: ..... Competitor No : ..... Race No. : ..... Class : .....

Following investigations, we find that you are guilty of contravening the following regulation(s) -  
 (Please note - You should refer to the MSA Year Book or Kart Race Year Book, as appropriate, for the exact wording of the rule detailed below. Drivers should also be aware of their right to appeal against the Decision, the full details can be found in section C of the MSA Year Book. The level of penalty is mandatory and a further brief explanation is given overleaf)

Regulation	Penalty	✓
C2.3.2. - Gaining an Unfair Advantage	10 <del>Points</del> Second Penalty 1 Lap Penalty	
C1.1.5 - Driving in a manner incompatible with general safety	Exclusion from Race	
C1.1.5 - Driving in a manner incompatible with general safety - Aggravated Contact	Exclusion from Meeting & referral to Meeting Stewards	
C1.1.6 - Contravention of flag signal before the race - ¼ Black/Yellow ... Yellow ... Red ... (✓)	10 <del>Points</del> Second Penalty	
C1.1.6 - Contravention of flag signal during race - ¼ Black/Yellow ... Yellow ... Red ... (✓)	Exclusion from Race	
C1.1.6 - Contravention of flag signal - Ignore Technical Flag twice	Black Flag	
C1.1.6 - Contravention of flag signal - Black Flag (ignored more than once)	Exclusion from Meeting	
C1.1.9 - Abusive Language, Behaviour or Assault (this carries 4 penalty points)	Exclusion from Race & referral to Meeting Stewards	
C1.1.9 - Abusive Language, Behaviour or Assault (this carries 6 penalty points)	Exclusion from Meeting & referral to Meeting Stewards	
H33.1.3 - Failure to attend drivers' briefing (1 <sup>st</sup> offence recommended £50)	Fine of £.....	
H33.1.4 - Failure to obey an official of the meeting (this carries 4 or 6 penalty points)	Exclusion from Race Exclusion from Meeting	
C3.1.1 - Scrutineer Non-Compliance Report, vehicle or component ineligible.	Exclusion from Race	
State supporting Regulation.....	Exclusion from Meeting	
U17.29 - Underweight	Exclusion from Race	
U8.1 - Failure to report to Scrutineering	Exclusion from Race Exclusion from Meeting	
C (App A) - A Clerk's hearing was held between the following driver(s) .....	No further action	
Incorrectly positioned front fairing	10 <del>Points</del> Second Penalty	
Attempting to tamper with or reattach the front fairing	Exclusion from Race referral to Meeting Stewards	
Other Rule Infringements not specified above and/or Comments		

Licence No. .... is / is not endorsed (delete as applicable)

Date & Time .....

The infringement was resultant from the actions of the drivers team or entrant and therefore the Kart PG licence is to be endorsed:

Kart PG Number: .....

Signed .....  
 (Chairman of the Stewards) (Steward) (Steward)

I, being the Minor's Entrant / Entrant / Driver (delete as applicable) of Kart Number .....  
 Acknowledge receipt of the above decision.

Signed: ..... Date & Time .....

Copies to: Competitor  MSA Steward  C of C  Secretary of Meeting  Results  (ver7 - March 2014)

**2016 KARTING PENALTIES**  
- STEWARDS (CIK TRIAL)  
*Summary of Mandatory Penalties*

The following penalties are as defined on the Stewards Decision Notification and accompanied by the Stewards Decision Notification Explanations issued by MSA. These are mandatory penalties.

**Note:** 10 ~~place~~ **second** or 1 lap Penalty ~~imposed during Heat(s)~~ are not subject to Appeal

INFRINGEMENT / DESCRIPTION	PENALTY
(C)2.1.2 Gaining an Unfair Advantage	10 <del>place</del> <b>second</b> or 1 lap Penalty
(C)1.1.5 Driving in a manner incompatible with general safety	1 lap Penalty or Race Exclusion
(C)1.1.6 Driving in a manner incompatible with general safety - <b>Aggravated Contact</b>	Meeting Exclusion & Consideration of licence suspension
(C)1.1.8 Contravention of flag signal <u>before or after Race</u> - ¼ Black/Yellow / Yellow	10 <del>place</del> <b>second</b> Penalty
(C)1.1.8 Contravention of flag signal <u>during Race</u> - ¼ Black/Yellow / Yellow	Race Exclusion
(C)1.1.8 Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
(C)1.1.8 Contravention of flag signal - Black Flag (ignored more than once)	Meeting Exclusion
(C)1.1.9 Abusive Language, Behaviour or Assault -	Race Exclusion (4 points)
(C)1.1.9 Abusive Language, Behaviour or Assault - <b>Serious</b>	Meeting Exclusion (6 points) & Consideration of licence suspension
(H)33.1.3 Failure to attend Drivers' Briefing (recommend £50)	Fine of £.....
(H)33.1.4 Failure to obey an Official of the Meeting	Race Exclusion (4 points) or Meeting Exclusion (6 points)
(C)3.1.1 Scrutineer Non-Compliance Report, vehicle or component ineligible	Race Exclusion or Meeting Exclusion
(U)17.29 Underweight	Race Exclusion
(U)8.1 Failure to report to Scrutineering	Race Exclusion or Meeting Exclusion
	<b>Incorrectly positioned front fairing</b>
	10 <del>place</del> <b>second</b> penalty
	<b>Attempting to tamper with or reattach the front fairing</b>
	Race Exclusion Additional penalty by Decision of Meeting Stewards

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Stewards issuing penalties against other breaches of regulations as defined in (C)2.1.





## X30 Technical Regulations

**1.0 Group** Junior and Senior – Non-Gearbox

**1.1 Class** IAME X30

**Affiliation** Commercial: John Mills Engineering Ltd

**1.2 Introduction.** This class endeavors to provide performance approaching that of the comparable current non-gearbox classes in the defined category, combined with low running costs and low noise levels, the engine can be changed from a Junior to Senior in the way of a simple exhaust restrictor. It is expected that the class will continue to evolve and the promoters reserve the right, with the agreement of the MSA, to alter the technical regulations to ensure safety of drivers, fairness of competition, economy and the wishes of competitors and changes of specifications from IAME agreed by the MSA. Enquiries to John Mills Engineering Ltd PF International Kart Circuit, Brandon, Grantham, Lincolnshire NG32 2AY Tel:01636 626424 E: sales@iame.co.uk.

**1.3 Chassis.** Any chassis conforming to MSA Yearbook regulations. **But must use the CIK homologated rear bumper. Mandatory from March 31st.**

**1.4 Engine.** The only engine permitted in this class is the IAME X30. The Junior X30 adheres to the main IAME X30 fiche plus the Junior supplement. Two-stroke engine equipped with electric starter, 16,000 rpm ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. The power unit, as raced must conform in all aspects with the official MSA homologation fiche and must bear the relevant official IAME markings as shown in the MSA homologation fiche. The machining of ANY surface is strictly prohibited. Compliance with the MSA homologation fiche may be checked at any time during an event, with the technical checking tools supplied by IAME. No addition of, or other change of material is permitted. No modification or tuning for whatever purpose is allowed, except for that listed in the following regulations, or where expressly permitted by the MSA. Where specific dimensions are not given for the engine and its supplied accessories in the MSA homologation fiche, the dimensions will be checked against a control engine held by the MSA. Any engine used must have its individual identification number registered with John Mills Engineering Ltd (JME).

**1.4.1 Engine Replacement Parts.** The only replacement parts allowed are those supplied by IAME and listed on their parts list for the MSA homologated engine. Replacement parts must carry the manufacturer's part number and/or marking where applicable.

**1.4.2 Spark Plug.** The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, with sealing washer in place unless a temperature sensor is fitted. Permitted spark plugs:

NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX

DENSO: IW24, IW27, IW29, IW31

**1.4.3 Bearings.** All the bearings part numbers X30125396A, IMB-20100 and X30125746A must be unmodified, complete with steel ball, plastic cage and remain the same type as supplied by the manufacture



**1.4.4 Engine Lubrication.** The only oils permitted are those specified in the current CIK list of homologated lubricants. The current list can be found on the CIK-FIA website at [www.cikfia.com](http://www.cikfia.com).

**1.4.5 Engine Management.** Engine management equipment/systems are prohibited.

**1.4.6 Engine Sealing.** All engines will remain unsealed in their normal use. However, an MSA licensed scrutineer appointed to the meeting may reserve the right to seal any engine at anytime during an event for further inspection at a later date or at their convenience.

**1.4.7 Modifications.** Neither the engine nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these regulations or the official MSA fiche. The adjustment of elements specifically designed for that purpose shall not be classified as modifications, i.e. carburettor adjustment screws. The engine must be raced in standard form as manufactured and supplied by IAME unless otherwise stated. Filing, grinding, polishing, surface treating, machining, adding or removal of material or lightening of any component, including for repair purposes, is not permitted unless otherwise stated in these regulations or unless expressly permitted by the MSA.

The following minor repairs/modifications/additions are permitted:

(i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or timeserts.

**(ii) A wet-box attached to the inlet silencer must be one as supply by IAME (part no A-61700) it may be adapted but must in no way modify the shape or size of the inlet trumpet or create a ram effect. The inlet silencer cannot be modified to aid in the attachment of a wet-box and the attachment must be of a non-permanent type, e.g. tape or cable tie**

(iii) Decals applied on the engine and on the inlet silencer.

(iv) Use of optional O-ring seal (part no: A-60565) and needle cage (part no: B-55598) for the clutch assembly.

(v) The addition of protective material to the HT-lead, and maybe shortened.

(vi) Use of a maximum of two base gaskets (part nos: EBP-125045, EBP-125046 or EBP-125047) and in any combination.

(vii) Honing of the cylinder

**(viii) Both Junior and senior exhaust manifolds may be repaired but must comply with the MSA fiche at all times.**

**(ix) The use of a blanket on the front of the cylinder to prevent freezing is permitted**

The following repairs/modifications/additions are specifically not permitted:

(i) Painting of the cylinder head or cylinder.

(ii) Repair of the cylinder head spark plug thread.

(iii) Repair of any of the cylinder, in any form

**1.4.8 Ignition Unit.** All parts must be un-modified original digital Selettra ignition. Scrutineers have at any time during the race meeting the right to request part or full controlled ignition system to be fitted. Only CDI box marked 'C' (16,000) is permitted, ~~and must be fixed on the chassis~~. The marking on the electronic box ~~is~~ 'C' is mandatory and must be clearly visible without disassembling the CDI box. The battery must be fixed to the chassis and connected to the ignition system at all times.

**1.4.9 Engine Eligibility.** The checking of the combustion chamber volume must be carried out as described in the MSA homologation fiche with TQF oil and using a digital burette. The checking of the squish must be done along the centreline axis of the gudgeon pin, at the smallest point, a maximum of three times.

**1.5 Exhaust.** Exhaust with part no X30125718 must be used. The exhaust system and silencer must not be modified in any way and must comply at all times with the MSA homologation fiche. The use of a jubilee clip to secure the end silencer screws is permitted. Length of the flex pipe between the manifold and system is free **but must be a parallel tube inside**, painting black on the outside is allowed however, the use of any coating or plating is not permitted. **Removal of the welded tab is permitted to allow fitting of the end can.**

**1.5.1 Exhaust End Can.** This part is mandatory and must be fitted at all times, it must not be modified in anyway and must comply at all times with the MSA homologation fiche. The use of an additional part to secure the fixing screws is permitted provided it in no way modifies the exhaust system.

**1.5.2 Exhaust Restrictor.** Junior engines only. The exhaust restrictor as defined in the MSA homologation fiche must be in place at all times. The restrictor must be as manufactured by IAME and supplied by JME and must comply with the MSA homologation fiche, no modifications are permitted. One single exhaust restrictor gasket (part no: B-75360) must be used. The use of any additional gasket is prohibited. All exhaust gases must pass through the restrictor.

**1.6 Carburettor.** Tillotson HW-27A laser marked 'IAME'. The carburettor must remain unmodified and conform in all aspects to the official MSA homologation fiche. Only one inlet gaskets (part no: 10360-A), must be used between the carburettor and reed block. The use of any additional gasket is prohibited. Any parts fitted must be original parts as shown on the spare parts list in the MSA homologation fiche, and must remain unmodified. The only gasket set permitted is the red type as supplied as new (part no: DG3-HW). The paddle spring is free but must be the original part and remain unmodified.

**1.6.1 Reed Block** Both the reed block and cover must remain strictly original. Either fiberglass or carbon original IAME marked petals may be fitted and only used in matching pairs.

**1.6.2 Inlet Silencer.** The inlet silencer (part no: 10743-C1) with 22mm trumpets must be used in the Junior class and remain unmodified as supplied by IAME for the IAME X30 engine. The rubber manifold with air filter is mandatory and must conform to the homologation paper. The use of a gauze filter on the inlet trumpet is permitted. Senior class engines may use the homologated Freeline air box CIK-FIA 25-26/SA/18 but must remain unmodified and in its homologated form.

**1.7 Cooling System.** The radiator must be fitted to the left hand side of the kart, using standard hoses and connectors. The water pump must be mounted to the chassis driven via pulley from the rear axle.

**Junior:** The radiator, pump, axle pulley, thermostat ~~and all mounting brackets~~ must be as supplied by IAME.

**Senior:** All cooling system components and mountings are free.



**1.8 Transmission.** Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied by IAME for the Parilla X30. Engine and must comply at all times with the MSA homologation fiche. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. Only IAME original Z10 or Z11 or Z12 sprockets can be used

**1.9 Brakes.** Hydraulic disc brake operating on rear wheels only.

**1.10 Tyres.**

**Dry.** KOMET K1H 10 x 4.60-5 fronts. 11 x 7.10-5 rear

**Wet.** KOMET K1W 10 x 4.20-5 front. 11 x 6.00-5 rear

Tyres must be fitted with the correct direction of rotation.

**1.11 Weight.**

**Junior:** Minimum of 148kg including driver at all times. The minimum driver weight as per U17.29.6 is 41kg.

**Senior:** Weight. Minimum of 164kg including driver at all times. Minimum driver weight for any driver under the age of 16 as per U15.3.2 is 54kg.

**1.12 Number Plates.**

**Junior:** Green with white numbers. U17.27 applies

**Senior:** Yellow with black numbers. U17.27 applies.

**1.13 Age.**

**Junior:** Year of 13th birthday to 31st December of the year of 17th birthday. Drivers who have not reached their 13th birthday must provide evidence that they have held a National A licence for at least 12 months prior to competing in this class.

**Senior:** The class is open to any driver aged 16 or over. A junior may transfer to this senior

class at any time during the year that he/she achieves their sixteenth birthday, subject to U15.2.1 of the MSA Yearbook. A holder of a Kart National 'A' licence may transfer to this class from their 15<sup>th</sup> birthday, subject to U15.3.2 and the minimum weight in 1.8.2. Additionally, a holder of an International 'A' or 'B' kart licence may transfer to this class at any time. Having moved into the senior class he/she may not revert to a junior class.

**1.14 General.** An ignition kill switch must be fitted and must be identified with a blue triangle to assist marshals in the event of an incident.

**1.15 Non-Technical Items.**

The use of alternative fasteners, washers, hose clips, fuel ~~and pulse~~ line is allowed unless otherwise specified. The use of additional ~~and alternative~~ earth straps is allowed. The use of additional air box support brackets, radiator support brackets, providing the fitting of these does not necessitate modification of the original components.



**1.16 Data Logging.** Data logging is permitted; data logging systems with or without memory may be used. Global Navigation Satellite System reception is permitted. It is only permitted to take readings of engine rpm, engine water temperature, speed of 1 wheel, an X/Y accelerometer, lap times and split lap times. The rpm, may only be recorded via a sensor on the HT lead to sense spark plug pulses. The HT lead must remain a single length from ignition coil to spark plug cap. The fitting of these sensors is only permitted providing there is no modification to the original engine components.