

MOTORSPORT IRELAND (MI) KART RACING REGULATIONS

SPORTING REGULATIONS

1. GENERAL.

1.1. Kart Racing is governed by the FIA/CIK Internationally and Nationally by the General Competition Rules (GCR's) of MI. The Motorsport Commission of MI appoints the MI Karting Committee who administers the rules.

1.2. The MI Karting Committee shall:
- Effect the regulations for Kart Racing in Ireland
- Register drivers
- Administer the MI Championships.

1.2.1. The MI Yearbook, the MI GCR's and the FIA/CIK Yearbook of Karting will be used to administer Kart Racing. In case of conflict within these rules and regulations the GCR's will take precedence. In case of conflict between Technical and other regulations the MI Kart Racing Regulations (Appendix 70) will take precedence for all National events.

1.2.2. All drivers racing in the MI Kart Racing Championships must register with the MI Karting Committee prior to the first race of the year. Drivers will only use the number allocated to them. A competitor wishing to change class during the year will only receive championship points if prior written notice has been issued to and accepted by the Championship Registrar.

1.2.3. To register for race number and / or Championship the fee is €70 with the exception of Novice cadets **and mini class drivers** at €50.

1.2.3.1. The Karting Committee may, when a technical change is being introduced, charge an additional amount to the above fee for the supply of the revised component. If applicable to a class it will be notified in the relevant class technical regulations or in the MI Bulletin.

1.3. Kart Race Meetings may only be organised by:
- Clubs affiliated to MI as Kart Racing Clubs
or
- Motor Clubs affiliated to MI

1.3.1. Current affiliations as Kart Racing Clubs are:
- Irish Karting Club
- Southern Karting Club
- Munster Karting Club
- Meath & District Motor Club

1.3.2. Permanent tracks currently licensed by MI to race Karts are:

- Athboy Karting Centre, Athboy, Co. Meath
- Kartworld, Watergrasshill, Co. Cork
- Kiltorcan Raceway, Thomastown, Co. Kilkenny
- Pallas Karting, Tynagh, Co. Galway
- Whiteriver Park, Collon, Co. Louth

1.4. Classes.

1.4.1. Classes are as follows.

1.4.1.1. Junior Cadet, Junior **Cadet Rookie**.

1.4.1.2. Parilla lame X30 Junior.

1.4.1.3. **Parilla lame X30 Rookie**

1.4.1.4. Formula Rotax Junior max.

1.4.1.5. Formula 125 KZ2.

1.4.1.6. Parilla lame X30 Senior and X30 Masters.

1.4.1.7. Formula 125 Open.

1.4.1.8. Formula Rotax Max.

1.4.1.9. **T4 class**.

1.4.1.10. Formula 125 Superkart.

1.4.1.11. Formula 250 Superkart D1.

1.4.1.12. Formula 250 Superkart National.

1.4.1.13. MiniKart.

1.4.2. Karts other than those listed in the above classes are not permitted for demonstration or otherwise without the approval of the MI Karting Committee.

1.4.3. The premier class for the purpose of declaring a National Kart Racing Champion is **Parilla lame X30 Senior**

1.4.4. The premier Junior class for the purpose of declaring a National Kart Racing Junior Champion is the lame x30 Junior class.

1.4.5. **Cadet Rookie.**

To qualify as a cadet rookie you must have completed in no more than 5 MI events in cadets OR have not reached your 10th birthday before the 1st of March for the current season.



1.4.6. Junior Rookie.

To qualify as a junior Rookie you must have competed in no more than 5 MI events in Junior X30 OR have not reached your 13th birthday before the 1st of March for the current season.

1.4.7. Rookie awards.

These awards will be presented to eligible drivers in the Cadet & Junior X30 class

1.5. National Championship.

1.5.1. The following regulations shall apply to the MI Championships.

1.5.2. There will be **8** rounds (Finals) over **8** race meetings of the MI National Kart Racing Championships for all classes. Each round will consist of 1 Pre-Final and 1 Final.

1.5.3. Should a driver have any zero scores by reason of exclusion/disqualification from a round, such zeros will be adjudged to be counting rounds. Should a driver be excluded from a meeting, two zeros from that meeting (Date) will be deemed to be counting rounds.

1.5.4. To be eligible, drivers must register for the Championship. Points are awarded from the date of registration and full payment of the registration fee.

1.5.5. Registration is achieved by registering with the nominated Registrar (See 1.5.17).

1.5.6. There must be a minimum of 5 registered starters on the day in a class to qualify for Championship points. If a class has a minimum of 5 registered starters for the first five race meetings then points will be awarded regardless of the number of starters for the remaining rounds.

1.5.7. Points for Pre-Final will be as follows:

- 1st - 34 Points
- 2nd - 33 Points
- 3rd - 32 Points
- 4th - 31 Points
- 5th - 30 Points
- 6th - 29 Points
- 7th - 28 Points
- 8th - 27 Points

...Continuing to the last classified competitor

Points for Final will be as follows:

- 1st - 55Points
- 2nd - 52 Points
- 3rd - 50 Points
- 4th - 49 Points
- 5th - 48 Points
- 6th - 47 Points
- 7th - 46 Points

8th - 45 Points

...Continuing to the last classified competitor

1.5.8. Clubman Classes are Formula Rotax Junior Max, Formula Rotax Max and **Formula 125 Open and T4.**

1.5.8.1. Clubman Classes can compete at all events but will only receive championship points for their Finals. Drivers can count a maximum of 5 Finals for Championship Points. To qualify for a championship a competitor must achieve points in a minimum of three rounds.

1.5.8.2. In the event of a tie, for any place, the tie will be decided under the following procedure:

The greater number of 1st places in the 5 finals counted will decide the tie. If this does not give a result, the greater number of 2nds will be used. If this does not give a result, the tie will be decided by the earliest scoring of a 1st in the season, or if no 1st the 2nds etc.

1.5.8.3. Starters are defined as anyone who is registered for the Clubman Championship, signs on and competes in part of the event.

1.5.8.4

Race structure for rookie.

Rookie drivers compete on a level playing field, they are part of the main class and do not have to start at the back (unless they are competing as a novice). Entrants who qualify for the rookie award shall indicate eligibility on the race entry. Results shall be prefixed with the letter "R" to indicate eligible competitors. The highest placed rookie in the final will receive a Trophy at each round.

A rookie award shall not preclude a driver from receiving an overall race award.

1.5.8.5

Awards for the rookie & main championship.

When registering for the championship qualifying rookies must also indicate they are eligible for the rookie awards. The letter "R" will appear beside their number in the main championship points table. There is NOT a separate championship table for rookies. The number of championship trophies will be as follows:

4 registrations or less just the winner gets trophy

5-8 registrations 1st to 3rd will get a trophy

Over 8 registrations the first 5 will get trophy.

A rookie award shall not preclude a driver from receiving an overall championship award.

1.5.9. Drivers can count a maximum of 7 Pre-Finals and 8 Finals for Championship Points. To qualify for a championship a competitor must achieve points in a minimum of four rounds.



1.5.10. In the event of a round being cancelled or abandoned the counting rounds will be reduced by one for each round affected.

1.5.11. In the event of a tie, for any place, the tie will be decided under the following procedure

1.5.11.1. The greater number of 1st places in the 8 Finals results counted will decide the tie.

1.5.11.2. If this does not give a result, the greater number of 2nds will be used.

1.5.11.3. If this does not give a result, the tie will be decided by the earliest scoring of a 1st in the season, or if no 1st the 2nds etc.

1.5.12. Starters are defined as anyone who is registered for the National Championship, signs on and competes in part of the event.

1.5.13. The Motorsport Ireland Kart Race Committee will reserve the right to nominate the following personnel at the start of the race season for National Championship events:

1. Clerks Of Course
2. Deputy Clerks Of Course
3. MI Stewards
4. Race Control / Timing

For all other club events and plate meetings Chapter 9 Regulation 126 of the G.C.R.'s applies.

1.5.14. Championship Awards.

Jordan Trophy (Presented by King Hussein of Jordan in 1963)
- Awarded to outright Champion of Ireland (see Article 1.4.3.)

Waterford Glass Trophy

- Awarded to outright Champion of Ireland Formula 125 KZ2 class annually.

Neil Shanahan Trophy

- Awarded by the Shanahan family in memory of their son Neil, to the outright Junior Champion of Ireland See reg. 1.4.4.

Class Trophies

- Awarded to all class winners.

1.5.15. Special Trophy Events.

- SKC "IRL Plate Championship"
- IKC "C Plate Championship"
- MKC "O Plate Championship"

1.5.16. Clubs must send event results to the Championship Registrar within 24 hours.

1.5.17. The Championship Registrar is:

Eoin Buckley
Fergus
Dripsyey
Co. Cork

1.5.18. CIK Academy

Deleted.

2. ORGANISATION.

2.1. Officials.

2.1.1. Appointed Officials must be in conformity with MI GCR's Chapter 9 and must display their current M.I. Officials Licence.

2.1.2. No official or marshal shall be under 16 years of age, except for off track duties.

2.1.3. No official shall commence his duties before signing on.

2.1.4. One or more Kart Safety Scrutineers may be appointed to assist the Chief Scrutineer.

2.2. Signals.

2.2.1. Official Signals will be conveyed to drivers by the following flag signals.

2.2.2. Flag signals are illustrated in Appendix 8.

2.2.3. Starting a Race.

2.2.3.1. Starts are either rolling or standing starts as per App. 70; 2.2.3.2.

2.2.3.2. For Rolling Starts: When the starter is satisfied that the karts are approaching the start line in correct formation, the starting signal will be given by extinguishing the red light, by switching from red to green or by raising the National flag. Racing has now commenced. If a further lap is required the red lights will remain on or the flag will not be raised. Failure to be in correct formation may incur a Jump Start penalty. Correct formation is deemed to be two straight lines on either side of the track.

For Gearbox Standing Starts: Karts will line up at the start line in a formation 2 X 2 rows with a separation of 3 metres between rows. The starting signal will be given by extinguishing the red light, by switching from red to green or by raising the National flag.

For MiniKart Standing Starts: Karts will line up at the start line in a formation 2 X 2 rows with a separation of 1 metres between rows. The starting signal will be given by extinguishing the red light, by switching from red to green or by raising the National flag.



2.2.3.3. Standing starts for karts with gearboxes (short Circuits).

At the end of their Formation Lap, Drivers will take their starting positions and the Clerk of the Course, his deputy or the starting judge of fact will be on the Starting Line raising a red flag. The Drivers will then be at the orders of the Clerk of the Course or of the Starting Judge.

Any movement of the kart during the starting procedure is evaluated as a false start and will be punished with a minimum 5-second penalty.

If the starting judge is not satisfied with the procedure, he will give the "go round again signal" App. 70; 2.2.3.4, which means that an extra Formation Lap must be covered. If a Driver is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any Drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back of the grid. All other drivers must remain in their original grid position.

During the Formation Lap(s), it is forbidden to practise start simulations.

2.2.3.4. A false start is indicated by the CoC or Start official waving his hand in the air, in a circular motion and or by waving a false start flag - Green Flag with Yellow Chevron.

2.2.3.5. Deleted.

2.2.3.6. The use of other flags is as set out in Appendix 40 Article 15.

2.2.3.7. The chequered flag must be used to end all practice sessions.

2.3. Race Procedure.

2.3.1. The CoC may permit a change in make of chassis or engine from those nominated on the entry form provided the application is made in writing before the end of scrutineering.

2.3.2. Only drivers who have completed a minimum of 3 practice laps will be permitted to race.

2.3.3. The maximum number of engines which may be used during a meeting is two, unless specifically varied in endurance events with a specific exemption from this requirement in the Supplementary Regulations. Changing the crankcase constitutes a change of engine.

2.3.4. Only one chassis may be used during a race meeting.

2.3.5. The number practising at any time shall not exceed the maximum permitted on track for a race plus 20%. This number will be stated on the event safety plan and MI track licence.

2.3.6. Adequate practice periods must be allotted to all classes which must include sufficient time for competitors requiring observation to be seen. Where possible novice and experienced drivers should be allocated separate sessions.

2.3.7. It is forbidden for gearbox and non-gearbox Karts to be on circuit at the same time.

2.3.8. It is forbidden for junior and senior drivers to be on circuit at the same time.

2.4. Grids.

2.4.1. Grid positions for heats, (except where timed qualifying is being used) shall be on a random basis for first heat and inverted for second heat. Novices will start at rear of grid for all heats.

2.4.2. Novice Drivers ALL Classes:

A driver is classed as a novice if they are new to MI/MUK/CIK Permitted events. A driver will remain a novice until he/she obtains 5 signatures from the COC at such events. Only one signature can be obtained per round. The signatures must be on the official form which can be obtained from registrar. This form must be presented to the COC at drivers briefing and collected at the end of the day. If in the opinion of the COC the driver has completed the days racing in a safe and appropriate manner he/she will sign the form. Once 5 signatures are reached the signed form must be sent to registrar for upgrading. A novice driver must start ALL races from the back of the grid and use black plates with white numbers.

2.4.2.1

Novice drivers will receive a discount on their race entry of 20 per cent for their first 5 race meetings only.

2.4.2.2

The Kart Commission reserve the right to promote drivers from novice status or return a driver to novice status in the interest of overall safety.

2.4.3. Grid positions for Pre-Final will be based on a system of points arising from the heats. In the event of a tie, the driver with the highest finishing position in the first heat goes in front.



2.4.4. In the case of a tie from split grids, the driver with the fastest lap in the first heat will go in front.

2.4.5. Points for grid position are as follows:

- First position - No points
- Second position - Two points
- Third position - Three points.

And so on for all finishers.

A non-finish gives the driver points of the number of signed on competitors in the heat plus five: so if there were 20 signed on competitors the points for a non-finisher would be 25.

Disqualified drivers will receive points of the number of competitors plus 7.

2.4.6. Grid positions for the Final will be determined by the finishing order of the Pre-Final. Trophies will only be awarded in accordance with finishing positions of the Final.

2.5. Noise.

2.5.1. Noise Safety.

The following regulations are highly recommended and may become mandatory in future years.

2.5.2. Officials.

Every official and helper who is located close to the track should be issued with ear protection. This can be either earmuff style or disposable foam plug style.

2.5.3. Competitors.

It is highly recommended that every competitor wear earplugs at all times when driving a kart.

2.5.4. Dummy Grid and after race collecting area.

It is recommended that all personnel in the pit area use ear protection.

2.5.5. Dummy Grid, collecting area and spectators areas close to the track.

Signs are recommended advising that ear protection is recommended, and advising a source to purchase such protection.

2.5.6. Ear plugs.

Clubs should have supplies of disposable ear plugs for officials and for sale to spectators and drivers.

2.6. Starts.

2.6.1. The starting order for heats in which Karts shall be arranged will be determined by:

- Ballot.
- Lap times recorded in official qualifying. This will consist of an out lap and 2 flying laps only or by a nominated number of minutes.
- Order of receipt of entry.
- Finishing order of a preceding race.
- As defined in Supplementary Regulations.

In all heats novice drivers must occupy the rearmost grid positions, but for finals may assume their earned position.

2.6.2. Deleted.

2.6.3. Karts on stands in the assembly area must not have engines running at any time. Karts may only be started when the kart has all four wheels on the ground and the driver is sitting in the Kart.

2.6.4. Karts will be formed up in the assembly area in two single files and will be push started or released when authorised by the Paddock official following the Green flag being shown.

2.6.5. No lifting of a Kart with the engine running is permitted on the dummy grid

2.6.6. When the Starter is ready for a race, he shall signal by raising a Green flag. This shall be the signal for the karts to be released onto the track.

2.6.7. When the Green flag is lowered, the entrance to the track shall be closed and no further karts shall be allowed to join the track. If a driver is unable to start from the assembly area after the display of the Green flag and he requests the intervention of a mechanic, he may be authorised to leave the assembly area on the orders of the CoC or other official and he will be started from the back of the formation

2.6.8. The Pole position shall be on that side of the track which is on the inside of the first corner after the start.

2.6.9. Any driver who receives assistance from anyone other than a signed on official outside the assembly area may be excluded from the meeting. An exception is provided for Junior/Cadet events as defined in Article 3.12.1 (below).

2.6.9.1. Any radio communication system between any driver on the track and any other body is strictly forbidden.

2.6.10. Drivers will be under Starters Orders from when the Green flag is displayed.

2.6.11. All starts shall be rolling starts. Any other form of start is forbidden.

2.6.12. No weaving or erratic driving on the rolling lap is permitted.

2.6.13. When the Starter is satisfied that the karts are approaching the start line in correct order, the starting signal shall be given as described in Article 2.2.

2.6.14. Karts may be selected at random prior to each qualifying session, race or final for technical



checks by the Scrutineer in the presence of the CoC or their Deputy. Any Kart that fails to comply with the regulations will be prevented from starting in that qualifying session, race, heat or final.

2.7. Race Stops.

2.7.1. If a race is stopped by the display of a Red flag the following procedures will apply.

2.7.2. If less than 2 laps have been completed by the race leader before the Red flag was displayed the race will be deemed null and void and a new start will be given.

2.7.3. If 2 laps or more have been completed by the race leader before the Red flag was displayed, but less than 75% of the scheduled distance completed (rounded to the nearest number of whole laps) the race will be restarted and run to make up the full race distance originally scheduled. Grid positions will be determined by the finishing order on the lap before the Red flag was displayed. The finishing order of the restarted race determines the result.

2.7.4. If 75% or more of the scheduled distance for the race (rounded to the nearest whole number of laps) has been completed by the race leader when the Red flag was displayed, the race will be deemed to have finished when the leading kart last passed the line at the end of the lap prior to the display of the Red flag.

2.7.5. Any kart not racing at the time of the incident which caused the race to be stopped may not rejoin the restarted race.

2.7.6. Karts and drivers involved in the incident that caused the display of the Red flag may only rejoin the race at the discretion of the CoC.

2.7.7. The CoC in consultation with the attending Medical Officer and Scrutineer must be satisfied that drivers and equipment are fit to restart the race.

2.7.8. In the event of being allowed to restart the driver(s) must start at the rear of the restarted race.

2.7.9. While the race is stopped the whole course shall be considered as " parc ferme " and no work can be carried out to any kart. If a kart leaves the course during the race stoppage it will not be permitted rejoin the race. When authorised by the CoC plugs may be changed and finger adjustments made to carburettor settings.

3. COMPETITORS.

3.1. Competitors must report for signing-on and Scrutineering at the time specified in the Supplementary Regulations.

3.2. Any competitor not reporting as instructed may be fined, or excluded.

3.3. At signing-on competitors are required to provide for examination

- Valid Kart Race Licence of the appropriate grade
- Valid Kart Entrants Licence for Junior Drivers (See GCR 108.3)
- Club Membership card (if required by supplementary regulations)

3.4. The Scrutineering document must be completed and signed by the driver prior to the commencement of the event. It is the responsibility of the driver to comply with the above, but if the driver is under 18 years of age, the signature on the scrutineering document must be that of the driver's parent/guardian/entrant.

3.5. No Kart may be driven in official practice, qualifying or a race until it has been passed by the MI Scrutineer for the event.

3.6. At the completion of any part of the event, if the equipment being used, including the chassis and engine numbers does not conform in all respects to the data on the scrutineering document, the driver will be excluded from the meeting.

3.6.1. If the Slick Tyres being used during any part of the event have not been registered, or do not conform to those registered to that competitor at pre-race scrutiny for that event, that competitor will be excluded from that race and may be excluded from the event.

3.7. The CoC may designate the race as wet, dry, or open as he deems appropriate.

3.7.1. Dry - then only dry tyres shall be used.

3.7.2. Open - the choice of tyres (i.e. wet or dry) is left to the competitor.

3.7.3. Wet - then only wet tyres shall be used.

3.7.4. A definition of wet tyres appears at 8.11.3. At no time may a Kart be fitted with a mixture of wet and dry tyres.

3.8. To be classified as a finisher, a Kart must cross the finish line with the driver seated correctly in his kart, within two minutes of the winner and have completed not less than 50% of the race distance, or as specified in the Supplementary Regulations.

3.9. Any driver leaving the track more than twice, whatever the reason, may be excluded from the race. Where a driver consistently drives with a wheel off the track or leaves the circuit, this may be deemed careless driving and the driver may be excluded from the race at the discretion of the CoC.

3.10. Once a race or practice session has started, Karts may only be worked on in a place of safety off the track, such as the assembly area.



3.11. Refuelling during a race is prohibited, unless specifically provided for in the Supplementary Regulations.

3.12. Any driver receiving outside assistance between coming under starter's orders and the end of the race, may be excluded from the results at the discretion of the CoC.

3.12.1. In Junior/Cadet events pushers may be allowed provided it is specified in the event Supplementary Regulations. Otherwise the provisions of 3.12 apply.

4. TRACK REGULATIONS.

4.1. Except while on track no competing Kart shall be driven without the specific permission of the CoC, but should be pushed on a suitable Kart trolley.

4.2. Any Kart which shall have left the track with all four wheels shall rejoin the track at the nearest point to exit from it, compatible with safety.

4.3. Any Kart unable to complete the course either during practice or the race shall be moved to a place of safety as regards the driver and other competitors and shall remain there with the driver until completion of the practice or race.

4.4. No Kart able to proceed under its own power shall be stopped either on the track or the verges of the course, but shall proceed to the pits or paddock.

4.5. All races shall re run in the direction specified on the track licence.

4.6. During a race or practice a Kart alone on the track may use the full width of the track.

4.7. Curves, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking may be done on the right or on the left.

4.8. Manoeuvres liable to hinder other drivers, such as premature direction changes on the straight; deliberate crowding of Karts towards the inside or outside of a curve or any other abnormal change of direction, are strictly prohibited and will be subject to penalties ranging from a fine to exclusion from a race. The repetition of such driving, even involuntary, may result in exclusion.

4.9. Any driver, driving in a manner which, even if unintentional, appears consistently to hinder or discourage another driver(s) seeking to pass may be halted by the display of the Black flag or otherwise penalised.

4.10. No competing Kart shall be driven in the reverse direction of the track except for the

minimum distance to remove it from an unexpected situation, and then only under official supervision.

4.11. A driver shall at all times drive in a manner compatible with general safety and any penalty incurred under these regulations shall not prevent any appropriate action under GCR 139 in respect of careless, reckless or dangerous driving.

5. PROTECTIVE CLOTHING.

5.1. All helmets and protective clothing must be presented for inspection at scrutiny.

5.2. Helmets.

5.2.1. All helmets must have an approved for Kart Racing sticker as issued by MI or the M.S.A. in accordance with Appendix 2 Article 17.1. For children the use of a Snell-FIA CMH (Children's Motorsport Helmet) is recommended. It is mandatory for first time licence holders racing in the Junior Cadet class to use helmets complying with either Snell-FIA CMS-2007 or Snell-FIA CMR-2007 Standards.

5.2.2. Advice on Purchase and Care of Helmets is in Appendix 4.

5.2.3. The accepted manufacturer labels that are accepted for Kart Racing by the FIA are illustrated in Appendix 5.

5.2.4. Impounding of Helmets.

5.2.4.1. Pre-event.

If the helmet does not conform with the required standard or is in a poor or dangerous condition, the Chief Scrutineer will impound the helmet for the duration of the meeting. At the close of the meeting the helmet will be returned as received, to the competitor concerned.

5.2.4.2. Accident during the Event.

If the competitor is injured, but not hospitalised, and the helmet is damaged, the Chief Scrutineer will impound the helmet and then seek the advice of the Stewards as to further action.

5.2.4.3. Accident during the Event and competitor evacuated to hospital with head injuries.

The Chief Scrutineer will ensure that the helmet has been seen by the Chief Medical Officer and will then impound the helmet. Unless the Chief Medical Officer wishes to retain the helmet it must be despatched to MI. Unless specifically called for by the competitor it will be disposed of after six weeks.

5.2.4.4. Neither MI or their scrutineers are responsible for the safe keeping of impounded helmets.

5.2.5. Goggles and Visors

"Whirley" visors are acceptable when fitted on top of normal visors, but holes must not be cut in normal visors.



5.3. Other Protective Clothing.

5.3.1. The use of rib protectors is mandatory for all classes.

5.3.2. Clothing bearing the FIA/CIK homologation label will be accepted.

5.3.3. All clothing shall be securely fastened at wrists, ankle and neck and shall be adequate to minimise abrasions. Boots must cover and protect the ankles.

5.3.4. Driving suits and all other protective clothing must be worn at scrutineering and helmets, visors etc. presented for inspection by the scrutineers. Trailing or loose scarves are not permitted.

6. CIRCUITS.

6.1. A new application for a kart track licence shall be made at least thirteen weeks in advance of any date on which it is proposed to run a meeting. If the organisation is by a new club the first three meetings after the granting of a Track Licence shall be restricted to members of the organising club and shall be subject to observation before upgrading.

(a) Track Licences for new Short Circuits will only be granted after inspection by MI. Licences will be graded as follows:

(I) Suitable for all status meetings up to and including international.

(II) Suitable for all status meetings up to and including international. If a Long Circuit track incorporates a Short Circuit, these will be subject to individual grading and Track Licences.

(b) Existing Track Licences will be graded as above by an inspection.

6.1.1. There are four categories of track for Kart racing:

(a) Kart Permanent: Tracks with a lap distance of less than 1500m, where the shape can be determined at any time and all protective barriers are permanently in position.

(b) Kart Temporary: Tracks with a lap distance less than 1500m, where the barriers are not permanently positioned.

(c) Round the Houses: Tracks using public roads or passing through residential areas or so classified by MI.

(d) Long Circuits: Any Kart circuit, other than (c), exceeding 1500m in lap distance, and all licenced Motor Race Circuits.

6.2. Except where varied on the track licence, all tracks shall comply with the following conditions:

(a) Minimum width - 6m.

(b) Chicanes are not encouraged but when essential they must be approved by MI.

(c) The surface shall be similar, i.e., sealed or unsealed, throughout the length of the track. The surface shall be durable and well graded,

free of holes, rough spots or loose particles. All obstacles to a Kart leaving the track such as poles, ditches, etc, shall be suitably protected.

6.2.1. The track edges shall be marked in a manner approved by MI. Half tyres set in the ground must not be used, and there shall be no drop between the edge of the track and the verge. Any marker shall be of such size and weight that it will not constitute a hazard.

6.2.2. Where alternative routes on the same track may be used, those not in use must be clearly marked by bollards or marker boards. Painted lines on the track surface are not sufficient.

6.2.3. Any area which may at any time during practice or racing contain any persons, other than organising staff carrying out their duties or competitors actually taking part in an event, should be protected from the track and from area where Karts are in motion, by a physical barrier and safety precautions conforming to the following specification: A barrier of a permanent type having a continuous, smooth, vertical face of at least 1m in height on the track side and of sound construction so as to be incapable of deflection away from the track if struck by a Kart travelling at the maximum speed likely to be achieved at that portion of the track. If this barrier is used to contain the persons in the enclosure it must be sited not less than 3m from the edge of the track. On a bend or corner, if this barrier is less than 10m from the edge of the track, there should be a post and rope fence, keeping spectators a further 1m behind the barrier. Under no circumstances may any spectator be within 3m of the edge of the track on a straight, or 8m on a bend or corner.

6.2.4. Greater safeguards may be required if an area is deemed to be hazardous or in the vicinity of Karts travelling at high speeds. In all cases, the maximum possible space shall be allowed in head-on situations and through any corner. Energy absorbing protection of either tyre stacks or straw bales should be placed directly in front of the ultimate barrier in head-on situations.

6.2.5. No variation of barriers/enclosures from the Track Licence will be permitted unless specifically approved by MI.

6.2.6. Access to all enclosures and to the track should only be by means of controlled entrances.

6.2.7. Temporary tracks will be subject to MI approval and must conform in all ways to the approval conditions.

6.3. The maximum number of starters will be stated on the Track Licence.

6.3.1. Deleted.



7. EQUIPMENT.

7.1. The following minimum equipment is mandatory for all Kart meetings.

7.1.1. Warning notices, tickets, armbands, etc., as specified hereunder.

7.1.1.1. Warning Notices.

The following notices should be prominently displayed as appropriate.

7.1.1.2. At any entrance to an event or part of an event on private ground - Notice A.

7.1.1.3. Unless any enclosure is surrounded by secure fencing, in the area between the enclosure and the course there shall be displayed at intervals Notice B or notices stating that "This area is prohibited and the public are not permitted".

Notice A

WARNING MOTOR SPORT CAN BE DANGEROUS DESPITE THE ORGANISERS TAKING ALL REASONABLE PRECAUTIONS UNAVOIDABLE ACCIDENTS CAN HAPPEN THEREFORE YOU ARE PRESENT AT YOUR OWN RISK.

Notice B

PROHIBITED AREA SPECTATORS ARE NOT PERMITTED IN THE AREA BEHIND THIS NOTICE ANY SPECTATOR ENTERING THE PROHIBITED AREA WILL BE REGARDED AS A TRESPASSER.

7.1.1.4. Organisers may also use a notice stating "It is a condition of your presence that you obey the instructions of Marshals in relation to the Safety of yourself and others".

7.1.1.5. All officials, Marshals and members of the press must be identified by armbands, tabards or badges which are not transferable. They undertake their duties at their own risk and must not go nearer the course than is essential to the performance of their duties. No official under the age of 18 should be given duties which require him to be outside an enclosure.

7.1.1.6. The programme of the meeting, all tickets, badges, tabards, labels (including Kart labels) and passes of admission whether for spectators or officials shall bear or be accompanied by a copy of Notice A.

7.1.1.7. Where the wording is printed on the reverse side of a ticket, armband or lapel badge, the words "for conditions of admissions see over" should appear on the face of the ticket, armband or lapel badge.

7.1.2. Flag signals shall be as detailed in Article 15 of Appendix 40.

7.1.3. Fire extinguishers (minimum 2kg dry powder) with certificate from manufacturers or their agents issued annually prior to the season's racing to the effect that they are in working order. As a minimum one must be available at the start line, two in the paddock in clearly visible positions, and one at each Marshal Post.

7.1.4. Track cleaning equipment comprising two units of:

- (a) One ordinary shovel
- (b) Two brooms
- (c) A metal container of 3 kg dry cement or suitable cleansing agent for removing oil.

7.1.5. A public address system available to the Clerk of the Course (a hand-held powered megaphone) is acceptable (as a minimum), for communicating with competitors.

7.1.6. A starter's Sheet and an Officials' signing-on sheet, in the control of the Secretary of the Meeting.

7.1.7. An Official Notice Board prominently sited in the paddock for all official communications, grid positions and race results.

7.1.8. Scales with Certified Check Weights are deemed correct on the day. The onus is on each competitor to check their weight. Minimum weight limits will be strictly enforced for all classes.

8. TECHNICAL - GENERAL.

8.1. All karts must comply with both the General and Class Technical Regulations.

8.2. Modification, addition, variation or tuning other than specifically permitted in these technical regulations is prohibited.

8.3. Anyone requiring clarification or definitions concerning the Technical Regulations should apply in writing to the MI Karting commission. Any approved changes will be announced in the monthly Motorsport Bulletin and the effective date will date of publication, unless otherwise stated.

8.3.1. All homologation fiches are deemed valid for the current year, unless it is shown that an updated fiche has been subsequently notified to MI.

8.4. If In Doubt - Don't.

8.5. The approval of a kart or component is an indication of acceptance solely for the purpose of these regulations and is not to be taken as a guarantee or warranty as to the standard of its design or manufacture, or its fitness or suitability for any use to which it may be put.



MOTORSPORT IRELAND (MI) KART RACING REGULATIONS TECHNICAL REGULATIONS

8.6. Karts must be presented for Scrutiny on suitable trolleys and in a clean and “ready to race” condition (subject to exemption from the Scrutineers).

8.7. Scrutiny.

8.7.1. The Scrutineer must be satisfied that the Kart is safe, is of an adequately strong construction, does not include any components of a temporary character and presents no undue hazard to its driver or to other competitors.

8.7.2. In particular, steering, brakes and wheels must be adequate for speeds that are likely to be attained.

8.7.3. For all classes, a homologation fiche copy and other documents regarding the equipment being used must be made available by the competitor to the Eligibility Scrutineer on request.

8.7.4. Deleted

8.8. Chassis - General.

8.8.1. Chassis must be constructed from magnetic steel tubing. Cross section free.

8.8.2. No additional holes for lightening or any other purposes, with the exception of those required for seat fixing, may be drilled in the rolling chassis. Only those holes shown in the manufacturers homologation or in the manufacturers official replacement parts list will be allowed.

8.8.3. Chassis Dimensions (Excluding Cadet Class).

8.8.3.1. Wheelbase.

Minimum 101 cm, Maximum 127 cm.

8.8.3.2. The track must be a minimum of two-thirds of the wheelbase.

8.8.3.3. Maximum overall length.

210 cm including bodywork.

8.8.3.4. Maximum overall width.

All classes 140 cm.

8.8.3.5. All classes, axle ends/spindles may not protrude beyond a plane drawn across the outer face of the front or rear wheel.

8.8.3.6. No part of the kart shall be higher than 60cm from the ground, except for a structure solely designed as a headrest.

8.8.4. Chassis frame must be permanently marked

with a unique number and year of manufacture in an easily recognisable position.

8.8.5. Flooring.

There must be a floor made from rigid material that, as a minimum, stretches from the seat to the front of the Kart. It must be edged on each side by a tube or a rim to prevent the drivers feet from sliding off the floor.

8.9. Suspension.

8.9.1. Any method of suspension either by elastomeric material or by pivots is prohibited.

8.10. Wheels.

8.10.1. The wheels must be equipped with pneumatic tyres (with or without tubes) and the front wheel hubs must be fitted with rolling element bearings.

8.10.2. The attachment of the wheels to the axles/hubs must incorporate locking pins or self locking nuts. Hubs with single retaining bolt feature must not protrude beyond the end of the axle unless designed for that purpose and must incorporate a retaining device. Extended hubs with single or twin retaining bolts designed to overhang the end of the axle are permitted.

8.10.3. No form of hub nave plate is permitted.

8.10.4. The use of Ceramic Bearings is forbidden on any part of the Kart chassis or components.

8.11. Tyres.

8.11.1. For all classes permitted tyres area as detailed in Appendix 70 Article 12.

8.11.2. Tyres must be freely available as single units to the open market so that customers are not forced to buy either complete sets or other equipment in order to purchase a particular tyre.

8.11.3. Wet Tyres.

To qualify as a wet tyre, tyres must be moulded in such a way to ensure that grooves are created to leave a minimum of 60% and a maximum of 85% of the total surface area as a raised tread pattern. The grooves to have a minimum depth of 2mm at any point on the centre line at race start.

8.11.4. Remould tyres are prohibited.

8.11.5. The use of tyre heating / heat retention devices and chemical tyre treatments / compounds is prohibited. In addition no



competitor or entrant is permitted to have tyre heating or heat retention devices or chemical tyre treatment/compounds in their possession.

The only exception to this rule is Cadet tyres, which may be cleaned, using a hot air gun only, provided that this occurs no less than 30 minutes prior to race start.

8.11.6. Deleted.

8.11.6.1. Race tyres will be scanned with a bar code reader /scanning system or stamped. It is the driver's responsibility to ensure that one bar code per tyre remains visible / scannable for the duration of the race meeting. Any damaged or unreadable tyre(s) bar codes must be reported to the chief scrutineer prior to leaving the in-grid/parc ferme. These tyres will be stamped externally and marked with racing number. They may also be stamped and marked internally with kart number.

8.11.7. A photo-ionization detector (PID) with a calibration certificate for isobutylene at 100ppm issued in the preceding twelve months may be used for testing for chemical treatment of tyres.

8.11.7.1. A reading greater than 4ppm on a PID as described in 8.11.7. with the sampling probe within 5mm of any part of the tyre or thread.

8.11.7.2. Deleted.

8.11.7.2.1. Deleted.

8.11.7.3. Any competitor found to be using chemical treatment on tyres in contravention of Motorsport Ireland or championship regulations may, in addition to any other penalty, be banned from racing at all Motorsport Ireland affiliated clubs and all Motorsport Ireland National Championships for a minimum period of one year.

8.12. Brakes.

8.12.1. Master cylinders must be fitted in a position safe from impact, at least 15cm behind the front bumper or to the rear of the pedals.

8.12.2. Hydraulic pipes must be securely fitted to the chassis upper sides and should be protected against damage.

8.12.3. All Karts must have a secondary cable linkage from the brake pedal to the master cylinder. This cable must be a minimum of 1.8mm in diameter.

8.12.4. Drum brakes are not permitted.

8.12.5. An efficient rear brake disc protective pad is mandatory. **where the brake disc protrudes below the chassis frame.**

8.12.6. Karts in the gearbox classes must have foot operated brakes operating on all four wheels, with independent front and rear systems which must be hydraulic. Should one of the systems fail, the other must guarantee braking on two front or rear wheels.

8.13. Steering.

8.13.1. Steering must be controlled by a steering wheel which must have a complete shape.

8.13.2. Flexible steering controls by cable or chain are prohibited.

8.13.3. All parts of the steering must have a method of attachment offering maximum safety (split pins, self locking nuts or burred bolts).

8.13.4. A support collar mounted to the steering shaft below the steering clamp is mandatory.

8.14. Seat.

8.14.1. The seat must be of a type homologated by the FIA/CIK for use in Kart Racing and be fitted in accordance with manufacturers specification. Details on the website: www.cikfia.com

8.15. Pedals.

8.15.1. Whatever the position of the pedals, they must not protrude forward of the chassis or bumper.

8.15.2. The accelerator must be operated by a pedal equipped with a return spring.

8.16. Exhaust.

8.16.1. The exhaust system shall discharge behind the driver and shall not exceed a height of 45cm.

8.16.2. The terminal part of the silencer must not cross the quadrilateral formed by the outside of the wheels and the front and rear bumpers. It must point sideways and downward so as not to present a hazard.

8.16.3. There must exist protection to prevent any contact between the driver in the normal driving position and the exhaust system.

8.17. Fuel.

8.17.1. The general definition of fuel is stated in appendix 2 Article 28.2.

8.17.2. Fuel measurement may be carried out at events by a Digatron fuel tester. Competitors must declare, when requested, the percentage of lubricant used and may be asked to provide a minimum of 0.5 litre of that lubricant.

8.17.3. The use of devices fitted to fuel lines such as "Powerplus", "Proplus", or "Carbonflow" is prohibited.



8.17.4. The use of power boosting or octane additives in any fuel is prohibited. Some power /octane boosters may cause cancer.

8.17.5. All classes must ensure that a minimum of one litre of fuel is present at the end of the race to enable a fuel test to be conducted. The penalty for non-compliance will be exclusion from the results of that race.

8.17.6. In addition all fuel used must be purchased from the filling station designated in the Supplementary Regulations for each event. Failure to do so will result in non-compliance.

8.17.7. The only compliant engine lubricant for 2-stroke engines is Silkolene Pro 2 100% Synthetic Racing 2 Stroke oil CIK-FIA Homologation reference No 111372/02. For the IAME Engines Shell Advance racing M 30 or ELF HTX 909 are the only permitted Engine Lubricants.

8.17.8. For all MI Kart Racing Championships as defined an Article 1.5. of these regulations a kart or karts may be chosen at random for fuel testing at any time.

8.18. Fuel Tank & Pipes.

8.18.1. The fuel tank must be fixed in such a way that neither it nor the fuel pipes, which must be flexible, present any danger of leakage during the competition.

8.18.2. For non-gearbox the petrol tank must be mounted within the area of the chassis frame.

8.18.3. If plastic is used for the tank it must be of a type suitable for carrying fuel.

8.18.4. In the 125cc and 250cc classes the tank capacity must not exceed 15 litres.

8.18.5. The tank must supply the fuel pump with fuel under normal air pressure only.

8.19. Bumpers.

8.19.1. The Kart must have protection (bumpers) at the front and rear which shall have a strength and construction appropriate to their function. All tubing used must be of magnetic steel. Studs with more than 3 threads protruding from the rear of the kart must be covered with appropriate nuts, caps or other suitable protective cover.

FRONT FAIRING AND FRONT FAIRING MOUNTING KIT:

The use of the front fairing mounting kit CIK / FIA 2015-2020 and a front fairing homologated by the CIK / FIA (or compatible with the new mounting kit approved CIK / FIA 2015-2020) is mandatory.

INSTALLING THE FRONT FAIRING:

The front fairing (must be installed with the approved installation kit) must remain in the correct position at any time of a competition (qualifying or races), as described in the Technical Drawing CIK / FIA No. 2 C (2016 and/or 2017) and 2 D. Front fairing must be applied/attached to the kart on the dummy grid and under the supervision of an official.

APPLICATION OF THE PENALTY:

A 5 Seconds penalty is applicable on ascertainment of the officials (Clerk of Course, Judge of Fact), when passing the finish line and entering Parc Ferme to the weighing scale that the fairing is not in its original position. The penalty is final and no appeal allowed. The penalty must be notified to the Driver on entering Parc Ferme and the Driver must sign the report sheet. The report sheet is sent to the COC and penalties are instantly applied. Drivers/Entrants affected by a penalty will not be called by the COC. A Driver intentionally causing the detachment of another Driver's front fairing through brake testing or otherwise (ascertained by an official or a judge of facts), will be punished by exclusion (time qualifying, qualifying heats, race 1/race 2, pre-final or final). In this case the competitor with the dropped bumper will not receive the penalty. It is prohibited for drivers/entrants to re-attach the front fairing, either on the track, on the recovery vehicle or in the finish area, a breach of this rule shall result in the exclusion of the Driver from qualifying, the qualifying heats, race 1/race 2 pre-final or final. Any modification from the CIK / FIA homologated fixing system or one of its components, is subject to disqualification of the driver from the event, with no appeal allowed.

8.19.2. A homologated FIA/CIK Rear Protection System in accordance with FIA/CIK regulations used in lieu of a rear bumper, is only permitted for FIA/CIK chassis homologated from 1/1/06.

8.19.3

Any competitor attempting to tamper with or re attach front fairing will be excluded from the meeting.

8.20. Bodywork.

8.20.1. Bodywork is permitted on all Karts as specified in these regulations and per FIA/CIK regulations. No part of the bodywork may be used as a fuel tank or to carry ballast.

8.20.2. All bodywork must be soundly constructed from non-metallic material, and if plastic, be shatter proof. It must be designed to provide maximum safety for the driver and other competitors both during normal racing or an accident and must not present any sharp edges.



8.20.3. Nothing, including any form of bodywork, may be vertically above any portion of the drivers head, body or limbs.

8.20.4. No form of "skirt" is permitted and only the tyres must come into contact with the circuit.

8.20.5. Front fairings.

8.20.5.1. Front fairings are mandatory for all classes. The purpose of the front fairing is to prevent, in conjunction with the rear bumper the potential for wheel over wheel incidents.

8.20.5.2. Installation of the fairing must be such that that the front bumper complies with the regulations and if the fairings were removed would be the foremost part of the Kart.

8.20.5.3. Fairings must not extend beyond the plane through the outside of the front wheels with the front wheels in the straight ahead position with wheels in the outermost position, nor extend beyond the plane through the top of the tyres.

8.20.5.4. Fairings must comply with the dimension requirements shown in the diagrams in the current FIA/CIK Yearbook of Karting.

8.20.5.5. On gearbox karts the fairings must not exceed the maximum width of the kart.

8.20.6 .Side Protection.

8.20.6.1.Side protection is mandatory for all classes. The purpose is to prevent the possibility of wheel to wheel interlock. For non-gearbox Karts this will be accomplished by the fitment of side-pods as defined in 8.20.6.3 below. Gearbox Karts must use side-bars with or without bodywork or side pods as defined in 8.20.6.4 below.

8.20.6.2. Any form of side protection must not be nearer the ground than the floor tray and must have adequate clearance between any part of the side-bar(s), or side-pods and the tyres, but any clearance must not exceed 100mm with wheels in the straight ahead position.

8.20.6.3. Non-gearbox karts.

8.20.6.3.1. Side-pods must not extend beyond the plane through the top of the front and rear tyres, nor extend beyond the plane through the outside of the front and rear tyres with the front tyres in the straight ahead position and with the wheels in the outermost position.

8.20.6.3.2. The pod on the engine side may incorporate the possibility of being used as a noise box for the engine intake.

8.20.6.3.3. The surface of the pods must be uniform and smooth and not incorporate any holes other than those required for fixing or the passage of air.

8.20.6.3.4. Side-pods must be securely fixed to the chassis frame by a minimum of two points each, and may incorporate a lateral support on the outer surface. Lateral support bars must be positively attached to the chassis by a minimum of two fixing points.

8.20.6.3.5. Side-pods must cover at least 2/3 of the width of each rear tyre at all times.

8.20.6.4. Gearbox karts.

8.20.6.4.1. Protection must not extend beyond the plane through the top of the front and rear tyres, nor beyond the plane through the outside of the front and rear tyres with the front wheels in the straight ahead position and with the wheels in the outermost position.

8.20.6.4.2. Where a single side-bar is used, the height of the bar must not exceed that of the top of rear axle.

8.20.6.4.3. All side-bar tubing must be a minimum of 15mm diameter magnetic steel of adequate wall strength, and must cover a minimum of 2/3 of the width of each rear tyre all times.

8.21. Numbering and Number Plates.

8.21.1. Number Plates and numbers must be as per Appendix 70 Article 12.

8.21.2. Number plates must be at least 20cm by 20cm fitted to the front, side and rear of the kart. Numbers must be at least 15cm high and 2.5cm stroke width. The driver is responsible at all times for ensuring that the required numbers are clearly visible to timekeepers and officials.

8.21.3. No club may alter the requirements concerning the numbering of karts.

8.21.4. MI reserves the right to nominate special "numbers" such as IRL, O and C.

8.21.5. The first nine in all MI Championships may use their finishing position number for the following year should they continue to race in the same class and in the same type of event. MI has withdrawn No 24 and No 98 from all classes.

8.22. Timing Transponders.

8.22.1. All drivers must have their own transponder for each class.

8.22.2. All transponders to be placed on the rear of the kart seat in a vertical position.

8.23. Weight.

8.23.1. The minimum weight limit is the combined weight of driver, kart and engine with kart in complete racing trim as at the end of each race or heat or timed qualifying.



8.23.2. After a kart and driver have competed in a race or a heat or timed qualifying it is not permissible to alter the weight of the kart or driver in any way before being weighed. The driver must have his crash helmet and goggles with him for weighing.

8.23.3. The kart must be weighed with all four wheels in contact with the weighing mechanism. A kart and driver may make a maximum three attempts to meet the specified minimum weight. The Driver must be sitting in the seat whilst being weighed.

8.23.4. Ballast.

It is authorised to adjust the mass of the kart with one or several ballasts subject to them being solid blocks, securely fixed to the chassis or the seat by at least two bolts of a minimum diameter of 6mm with locknuts and washers (minimum o.d. 20mm). The Maximum permitted weight per block including bolts is 5kgs.

8.23.5. No solid object (excluding jewellery, dog tags) may be carried on the drivers person.

8.23.6. Plugs and plug spanner may be secured on the kart in a suitable receptacle, secured to the kart in a manner acceptable to the Scrutineer.

8.23.7. Clubs may run classes with heavier weight limits, if so specified in the Supplementary Regulations, but may not reduce weight limits.

8.24. Deleted

8.24.1.

8.25. Engines and Transmissions.

8.25.1. The Scrutineer must be satisfied that the engine, transmission, exhaust system and all associated parts are installed in a workmanlike manner and will perform safely and present no undue hazard to the driver or other competitors.

8.25.2. Chain guard/ Driving Belt.

8.25.2.1. A chain guard above the transmission is compulsory. The top of the engine sprocket, the drive itself (i.e. chain or belt) and axle sprocket, gear etc. must be covered from above down to the centre line of the rear axle sprocket. In addition there must be efficient side protection to prevent the driver from inserting a finger in the transmission where the drive meshes with the equivalent of the engine sprocket.

8.25.2.2. 125 Gearbox and SuperProKart chain guard must be fitted as deemed appropriate by the eligibility Scrutineer.

8.25.2.3. The gear change in Formula 125 must be mechanical with no electrical, electronic, hydraulic or pneumatic operation or assistance.

No form of ignition to aid gear changes is permitted e.g. Continuous Traction System (CTS).

8.25.3. Engines.

8.25.3.1. The engine is understood to be the sole propelling unit of the kart in running order. It may be of two or four stroke cycle type.

8.25.3.2. Only engines readily available through normal commercial channels may be used. Supplementary Regulations may vary this rule.

8.25.3.3. Forced induction in any form is not permitted.

8.25.3.4. Power valves are allowed in some classes only. All electronic / microchip methods of operation are forbidden.

8.25.3.5. Any form of variable ignition advancing or retarding systems are forbidden. The use of programmable electronic engine management systems, which can be varied while the kart is in motion, is also forbidden.

8.25.3.6. For any engine that is homologated with a dry clutch, it is prohibited to use any form of lubrication on the clutch components.

8.25.4. Only sealed leak proof batteries are permitted. Proprietary lead acid, sealed for life, properly mounted and protected, are acceptable.

8.25.5. All karts capable of self-starting, either by way of a starter motor being fitted to the engine, or by means of a pull cord, must be fitted with an operational on/off ignition switch clearly marked with the "OFF" position.

8.25.6. Water cooling.

For events taking place after 1st April only water (H2O) is authorised for liquid cooling. For all categories using water cooling, radiators must be placed above the chassis frame, at a maximum height of 50 cm from the ground, at a maximum distance of 55 cm ahead of the rear wheels axle and they must not interfere with the seat. All the tubing must be of a material designed to withstand the heat (150°C) and pressure (10 Bar). To control the temperature, it is only allowed to place at the front or at the rear of the radiator a system of masks. This device may be mobile (adjustable), but it must not be detachable when the kart is in motion, and it must not comprise of sharp components. Mechanical by-pass (thermostat type) systems, including by-pass lines, are allowed.

8.26. Transmissions.

8.26.1. All classes must use axles of magnetic material. Rear axle external diameter and wall thickness must comply with the CIK-FIA Yearbook.



8.26.2. The drive shall always be to the rear wheels. Any method may be used provided no differential is incorporated.

8.26.3. All methods of chain oiling or greasing whilst the kart is in motion are forbidden. Supplementary Regulations may vary this rule.

8.27. Data logging.

Data logging is permitted. Any information logged must be available to be viewed by the scrutineers. A competitor may be required to fit and carry MI owned data logging equipment on his/her kart during practice or race. Failure to allow viewing of competitors data logging equipment or failure to fit/carry MI owned equipment or interference with such equipment will be deemed a technical non compliance resulting in associated penalties.

8.28. Newcomers / Black Plates.

A Clerk of the Course or the Stewards of the Meeting, acting as a body, may waive or mitigate a penalty for infringement of the technical regulations. This waiver may only be applied during the period in which the driver is competing whilst carrying a black coloured number plate, and to those drivers who are not eligible for an award.

8.29. Replacement of Engine Components.

Any time during practice or racing a competitor may be required by a scrutineer to fit MI owned manufacturer components. These may include carburation components, ignition system components or exhaust system components.

Failure to comply will be deemed a technical non-compliance resulting in associated penalties.

8.30. The use of ceramic components is not allowed within any part of a Kart Engine or Transmission.

9. CLASSES.

9.1. Class regulations are detailed below and must be read in conjunction with the regulations above.

10. CLASS TECHNICAL REGULATIONS.

10.1. DELETED.

10.1.1. DELETED.

10.1.1.1. **Chassis.** The chassis must remain as homologated in all respects and may only be subject to approved modifications for safety reasons.

10.1.1.2. Only additions permitted along with modifications solely concerned with their fitment are: Seats, Nassau panels, Front fairing, Ballast to achieve the required weight or for repair purposes.

10.1.1.3. The following may not be added:

- Fuel filters, except as specified under Article 10.1.3.1.
- Any part not homologated except as stated above.

10.1.2.1. Dimensions.

Wheelbase: 900mm +/- 5mm.

Overall length: 1650mm (max).

Tubing: 25mm or imperial equivalent unpainted (BSI tolerance allowed).

10.1.2.2. Floor.

There must be a rigid, flat floor from the seat to the front and side chassis side members, secured to them, so that the tubes prevent the drivers feet from sliding off. If perforated, the holes must not have a diameter exceeding 10mm. Any perforation of the floor must be a production feature and be homologated as such.

10.1.2.3. Side Pods.

Must conform to Appendix 70 Article 8.20.

10.1.2.4. Bumpers.

Must conform to Appendix 70 Article 8.19. Consist two horizontal tubes. The upper having outer extension forming a closed loop, with two link tubes to the chassis anchorage points at least 450mm apart at any point. The radius of the outer extensions is free but it should not be less than 2 1/2 times the tube outside diameter.

- Have the upper tube and uppermost extension element 225 ± 25 mm above the ground in dry configuration.
- Have the lower tube connected between the two uprights and 75mm ± 25 mm above the ground in dry configuration.
- Have the lower tube secured at all times if bolted.
- FIA /CIK rear protection system homologated for Cadet chassis are allowed as is M.S.A. homologation M.S.A./DMSB-001-RPS

10.1.2.5. Front Fairing.

Must conform to Appendix 70 Article 8.19. For the Cadet classes the vertical front surface referred to in **Motorsport UK** Yearbook regulations K183 must be a minimum of 200mm x 35mm.

10.1.2.6. Torsion Bars.

Karts racing with torsion bars must be raced with bars locked at all times. The bolts and torsion bars must be secure and tight to the chassis at all times.

10.1.2.7. The following are specifically prohibited; Parts made of Kevlar, carbon fibre (other than seats and floor pan), magnesium, titanium.

10.1.2.8. **Seat.** The seat is free. Additional bolt on seat stays/mountings are permitted to a maximum of one per side, position free. Bolt fixings must be used at each end of the seat stays.



10.1.2.9. Stub axles may not protrude beyond a plane drawn across the outer face of the front wheels.

10.1.3. Deleted.

10.1.4. Deleted.

10.1.5. IAME GAZELLE .

Affiliation

Commercial: John Mills Engineering Ltd
P.F. International Kart Circuit
Brandon,
Grantham
Lincs NG32 2AY
Tel 00441636626424

Commercial: Tillotson.

Clash Industrial Estate
Tralee, Co. Kerry
Tel. 066 7162500

10.1.5.1. Engine.

IAME Parilla Gazelle 60cc Ireland two-stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. The power unit, as raced, must conform in all aspects with the official MI homologation fiche and must bear the relevant official IAME markings as shown in the MI homologation fiche. The machining of ANY surface is strictly prohibited. Compliance with the MI homologation fiche may be checked at any time during an event, with the technical checking tools supplied by IAME. No addition of, or 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 MI. Where specific dimensions are not given for the engine and its supplied accessories in the MI homologation fiche, the dimensions will be checked against a control engine held by MI. Any engine used must have its individual identification number registered with John Mills Engineering Ltd (JME) Or Tillotson.

10.1.5.2. Engine Replacement Parts.

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

10.1.5.3. 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

10.1.5.4. Bearings.

Main bearings part number 6204 C4 must be unmodified, complete with 8 steel balls and plastic cage. Only SKF or ORS can be used.

10.1.5.5. Engine Lubrication.

The only permitted engine lubricant is Shell Advanced Racing M30 or Silkoline Pro 2 100% synthetic Racing 2 Stroke oil CIK-FIA homologation ref. no.111372/02.

10.1.5.6. Engine Management.

Engine management equipment/systems are prohibited.

10.1.5.7. Engine Sealing.

All engines will remain unsealed in their normal use. However, an MI licensed scrutineer appointed to the event may reserve the right to seal any engine at any time during an event for further inspection at a later date or at their convenience.

10.1.5.8. Engine Modifications.

The engine must be raced in standard form as manufactured and supplied by IAME unless otherwise stated. Fixtures and fittings are free.

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 MI.

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 or splash-guard attached to the IAME inlet silencer, provided that it in no way modifies the shape or size of the inlet trumpet or creates a ram effect. The IAME inlet silencer cannot be modified to aid in the attachment of a wet-box or splash-guard and the attachment must be of a non-permanent type, e.g. tape or cable ties.
- (iii) Decals applied on the engine side covers (part no: A-61880-C / A-61881-C) and on the inlet silencer.
- (iv) Modification of the chain guard upper edge to prevent fouling on the chain.
- (v) Use of throttle linkage (part no: 12-1219) with slot.
- (vi) Use of optional O-ring seal (part no: A-60565) and needle cage (part no: B-55598) for the clutch assembly.
- (vii) The addition of protective material to the HT-lead.
- (viii) Use of a maximum of two base gaskets (part nos: EBP-85045, EBP-85046 or EBP-85046-A) and/or a maximum of two head shims (part nos: A-61047 or A-61048), in any combination.
- (ix) Honing of the cylinder.
- (x) Shortening of the HT lead, but the length of



the lead must not be less than 230mm. Cutting and re-joining of the lead is not 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 fins, however the engine can be used with any fins in their broken form.
- (iv) Any device mounted on the kart to aid in the cooling of the engine is strictly prohibited, unless stated on the MI homologation fiche.

10.1.5.9. Engine Eligibility.

The checking of the combustion chamber volume must be carried out as described in the MI 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.

10.1.5.10 Exhaust.

Exhaust with part no. A-61715 must be used. The exhaust system and silencer must not be modified in any way and must comply at all times with the MI homologation fiche. The use of a jubilee clip to secure the end silencer screws is permitted. The use of any coating or plating is not permitted.

10.1.5.11. Exhaust Restrictor.

The exhaust flange restrictor as defined in the M.S.A. homologation fiche must be in place at all times. The restrictor must be as manufactured by IAME and supplied by JME or Tillotson and must comply with the MI homologation fiche, no modifications are permitted. One single exhaust restrictor gasket (part no: A-60360) must be used. The use of any additional gasket is prohibited. All exhaust gases must pass through the restrictor.

10.1.5.12. Carburettor.

Tillotson HL 394A, laser marked 'IAME'. The carburettor must remain unmodified and conform in all aspects to the official MI homologation fiche. A Master carburettor of each type will be maintained by M.I.. Two inlet gaskets (part no: A-61822), one on each side of the thermal block, must be used. The use of any additional gasket is prohibited. The jet protector plate (part no: A-10913-P) must be correctly mounted at all times, as shown in the MI homologation fiche. Any parts fitted must be original parts as shown on the spare parts list in the MI homologation fiche, and must remain unmodified. The only gasket set permitted is the orange type as supplied as new (part no: DG6 HL). Only one inlet tension spring may be fitted at any time and it must be an original Tillotson part as listed on the MI homologation fiche and remain unmodified.

The inlet silencer (part no: A-61742) must be used unmodified as supplied by IAME for the Parilla Gazelle 60cc Ireland engine. The use of a gauze

filter on the inlet trumpet is permitted.

10.1.5.13. 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 Gazelle 60cc Ireland engine and must comply at all times with the MI homologation fiche. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.

10.1.5.14. Weight, Plates and Tyres are listed in Appendix 70 Article 12.

10.2. IAME X30 Senior and Junior

10.2.1. Group Junior and Senior – Non-Gearbox

10.2.2. Class IAME X30

Affiliation

Commercial: John Mills Engineering Ltd

P.F. International Kart Circuit

Brandon,

Grantham

Lincs NG32 2AY

Tel: +44 1636 626 424

Commercial: Tillotson.

Clash Industrial Estate

Tralee, Co. Kerry

Tel. 066 716 2500

10.2.3. Chassis.

Any chassis conforming to M.I. yearbook regulations.

10.2.4. 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 with electric starter, 16,000 rpm, centrifugal clutch, carburettor, inlet silencer and exhaust system. The power unit as raced must conform in all aspects with the official MI homologation fiche and must bear the relevant official IAME markings as shown in the M.I. homologation fiche. The machining of any surface is strictly prohibited. Compliance with the M.I. homologation fiche may be checked at any time during the 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 permitted except for that listed in the following regulations or where expressly permitted by M.I. Where specific dimensions are not given for the engine, its component parts and its supplied accessories in the M.I. homologation fiche the dimensions will be checked against a control engine held by M.I. Any engine used must have its individual identification number registered with John Mills Engineering Ltd or Tillotson.

10.2.5. Engine Replacement Parts.

The only engine replacement parts are those supplied by IAME and listed on their parts list for



the M.I. homologated engine. Replacement parts must carry the manufacturer's part number and/or marking where applicable.

10.2.6. 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 are:

NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX, R6252K-105, R6254E-105.

DENSO: IW24, IW27, IW29, IW31.

10.2.7. Bearings.

All the bearings part numbers X30125396A, IMB20100 and X30125746A must be unmodified, complete with steel ball, plastic cage and remain the same type as supplied by the manufacturer.

10.2.8. Engine Lubrication.

Shell Advance Racing M30 and ELF HTX 909 are the only permitted Engine Lubricant.

10.2.9. Engine Management.

Engine management equipment/systems are prohibited.

10.2.10. Engine Sealing.

All engines remain unsealed in their normal use. However, an M.I. 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.

10.2.11. 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 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 M.I. 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 as 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 M.I. The following minor repairs / modifications / additions are permitted:

- (1) Repair of damaged threads in the crankcase and/or cylinder with helicoils or timeserts.
- (2) A wet-box or splash-guard attached to the inlet silencer, provided that it in no way modifies the shape or size of the inlet trumpet or creates a ram effect. The inlet silencer cannot be modified to aid in the attachment of a wet-box

or splash-guard and the attachment must be a non permanent type e.g. tape or cable ties.

- (3) Decals applied on the engine and on the inlet silencer.
- (4) Use of optional O-ring seal (part number A-60565) and needle-cage (part number B-55598) for the clutch assembly.
- (5) The addition of protective material to the HT-Lead and maybe shortened.
- (6) The use of a maximum of two base gaskets (part numbers: EBP-125045, EBP-125046 or EBP-125047) and in any combination.
- (7) Honing of the cylinder.

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

- (a) Painting of the cylinder head or cylinder.
- (b) Repair of the cylinder head spark plug thread.
- (c) Repair of any of the cylinder in any form.

10.2.12. Ignition Unit.

All parts must be un-modified original digital Selettra ignition. Scrutineers have at any time the right to request part of 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.

10.2.13. Engine Eligibility.

The checking of the combustion chamber volume must be carried out as described in the M.I. 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.

10.2.14. Exhaust.

Exhaust with part number X30125718 must be used. The exhaust system and silencer must not be modified in any way and must comply at all times with the M.I. homologation fiche. The use of a jubilee clip to secure the end silencer screws is permitted. Length of flex pipe between the manifold and system is free. **For lame X30 Senior ONLY it is permitted to use the X30125715-K exhaust conversion kit but this must be used in its entirety and must comply with the homologation fiche.** Painting black on the outside is allowed however the use of any coating or plating is not permitted.

10.2.15. Exhaust 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 M.I. homologation fiche. The use of an additional part to secure the fixing screws is permitted provided it in no way modifies the exhaust system.



10.2.16. Exhaust Manifold.

Junior Engines only. The exhaust restrictor as defined in the M.I. homologation fiche must be in place at all times. The restrictor must be that manufactured by IAME and supplied by either JME or Tillotson and must comply with the M.I. homologation fiche, no modifications are permitted. One single exhaust restrictor gasket (part number B-75360) must be used. The use of any additional gasket is prohibited. All exhaust gases must pass through the restrictor. X30 Seniors must use the exhaust manifold as supplied by IAME and outlined in the MI Fiche.

10.2.17. Carburettor.

Tillotson HW-27A laser marked "IAME" for X30. The carburettor must remain unmodified and conform in all aspects to the official M.I. homologation fiche. A Master carburettor of each type will be maintained by M.I. Only one inlet gasket (part number 10360-A) must be used between the carburettor and the 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 M.I. homologation fiche and must remain unmodified. The only gasket set permitted is the red type as supplied as new (part number DG3-HW).

10.2.18. Reed Block.

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

10.2.19. Inlet Silencer.

The inlet silencer (part number 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.

10.2.20. 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. The radiator, pump, axle pulley, thermostat and all mounting brackets must be as supplied by IAME. Additional standard or non standard brackets to allow additional support to the radiator are permitted.

10.2.21. 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 must comply at all times with the M.I. 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.

10.2.22. Brakes.

Hydraulic disk brake operating on rear wheels only.

10.3 FORMULA ROTAX JUNIOR MAX

10.3.1 Chassis.

Any chassis conforming to M.S.A. Direct Drive regulations.

10.3.2. Engine.

10.3.2.1. The only engine permitted in this class is the Rotax FR125 Junior Max with restrictors. The Junior Max adheres to the Senior Max FR125 Max fiche plus extensions for the junior including the cylinder. The cylinder is to be a Non-Power Valve type. Exhaust and Inlet Throttle restrictors Exhaust restrictor must be in place at all times. Restrictor must be as supplied by J.A.G. and comply with the official fiche, no modifications are allowed. Exhaust flange restrictor, 20.3mm Maximum round bore. All exhaust gases must pass through this restrictor. Inlet throttle restrictor must be in place at all times. Restrictor must be as supplied by J.A.G. and comply with the official fiche, no modifications are allowed.

10.3.2.2. The official engine supplier is J.A.G. Engineering, and its approved dealers. This engine is a single cylinder, liquid cooled, reed valve, two-stroke.

10.3.2.3. All engines must be sealed between cylinder, crankcases, cylinder head and the reed valve block with an official seal to prevent modification.

10.3.2.4. All engines must have an official identity card. The numbers inscribed on the engine and seal must correspond those on the identity card at all times. The identity card must be filled in and signed by an authorised dealer.

10.3.2.5. Only authorised dealers with seals for use during maintenance of the engines.

10.3.2.6. The engine must be presented at scrutineering with the official class seal intact. The identity card must be available for presentation to a scrutineer at any time during the meeting. Failure to comply will result in a non-compliance.

10.3.2.7. Should a seal become damaged, loose or lost during racing it must be reported to the Chief Scrutineer of the meeting before leaving parc ferme. To allow the competitor to continue racing the scrutineer may, at his discretion, reseal the engine with an official MI approved seal. The new seal number must be entered on the engine's identity card and signed by the scrutineer. The engine must be taken to an approved J.A.G. Engineering dealer with the seal intact to be resealed with the official class seal before competing at the next race meeting.



10.3.3. Modification.

10.3.3.1. The engine and its ancillaries not be modified in any way and must conform to the official fiche.

10.3.3.2. The engine must be raced in standard form as manufactured by Rotax.

10.3.3.3. Filing, grinding, polishing, surface treating, machining or lightening any component is expressly forbidden.

10.3.3.4. The addition of any material to any component is not allowed.

10.3.3.5. All parts used in or on this engine must be of original manufacture or source except where expressly allowed. The engine is to be used with air box, carburettor, fuel pump, radiator, battery, wiring loom, ignition system and exhaust system as supplied by the manufacturer.

10.3.3.6. Position and method of mounting the battery, wiring loom, exhaust system and fuel pump are free, provided they are securely fixed to the satisfaction of the scrutineers of the meeting and in accordance with MI regulations.

10.3.3.7. The radiator must be fitted to the right hand side of the engine using standard hoses and connections as supplied by Rotax.

10.3.3.8. Filing of the crankcase to allow easy water connections is allowed. Fitting of helicoils and inserts to repair damaged threads is allowed, providing such repairs are not used to derive any benefit other than rectification of damage.

10.3.3.9. The use of thermal barrier coating / ceramic coatings on or in the engine is not allowed.

10.3.3.10. Temperature senders must only be fitted either to the hole provided in the cylinder head or attached to a cooling hose. Drilling cooling hoses is not allowed.

10.3.4. Carburettor.

10.3.4.1. The specified carburettor is Dell'orto VHSB 34 QD or QS.

10.3.4.2. All parts of the carburettor, including the body, are to be unmodified and run as supplied by Rotax. With the exception of markings on the outside of the body for identification purposes only.

10.3.4.3. The carburettor must have VHSB 34 (cast in the body) and QD or QS (stamped on the body).

10.3.4.4. All parts must comply with the official fiche.

10.3.4.5. The only adjustments allowed are the main jet, external airscrew, throttle stop adjustment screw and needle position on the

five grooves provided. Needle jet atomiser FN266. Choke jet 60. Idle jet 30, idle jet emulsion tube 30. Needle K27 or K98 (Rotax Part no 261191). Float needle valve 150. Slide 40. Floats 5.2gr. Atomiser type 2. Alternative idle jet 60, idle jet emulsion tube 60 and 3.6gr floats. The venturi must have 34 cast and 12.5 or 8.5 stamped on top of the venturi.

10.3.4.6. Throttle cable and adjusters are free.

10.3.4.7. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut on the side of the vent tube at the top of the loop.

10.3.5. Intake Silencer.

10.3.5.1. Air box type 2 only.

10.3.5.2. The air box supplied with the engine must be unmodified and used with its filter in place.

10.3.5.3. The air box must be used with its inlet points facing downward except when a race is declared wet and it can then be inverted to allow its intakes to face upwards.

10.3.6. Exhaust System.

10.3.6.1. The exhaust system and silencer may not be modified in any way except for the addition of brackets to allow easy fixing. The pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. These modifications are allowed providing there is no benefit in performance.

10.3.6.2. It is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not allowed.

10.3.6.3. It is permitted to make minor repairs by welding or brazing to the exhaust system provided there are no alterations to the original dimensions.

10.3.7. Transmission.

10.3.7.1. Transmission is direct from engine to axle via a single length of chain. The clutch supplied with the engine must be used with all of its standard components.

10.3.7.2. The clutch must be triggered/engaged at a maximum engine speed of 3,000rpm so that the kart with driver should move forward.

10.3.8. Brakes.

10.3.8.1.

Hydraulic disk brake operating on rear wheels only.

10.3.9. Tyres.

See Appendix 70 Article 12.

10.3.10. Weight.



See Appendix 70 Article 12.

10.3.11. Plate Colour.

See Appendix 70 Article 12.

10.3.11. General.

10.3.11.1. An on/off ignition kill switch must be fitted.

10.3.11.2. General Junior Max: This class will run to M.S.A. Specification. Weight, Plate colour and Tyres as per Appendix 70 Article 12.

10.3.11.3 Spark Plugs

The only spark plugs permitted are as listed and must be unmodified with sealing washer in place. Denso Iridium IW24, IW27, IW29 or IW 31.

10.4. FORMULA 125 OPEN

10.4.1.Chassis.

Any chassis complying with MI regulations for gearbox karts.

10.4.2. Bodywork.

Complying with MI regulations for gearbox karts.

Bubble type Nassau panels and “wedge” shaped front fairings are not permitted.

10.4.3. Engine.

Any water cooled single circuit single cylinder reed valve engine.

Maximum cylinder cubic capacity 125cc.

An additional inner circuit for the normal functioning of a thermostat is allowed.

The original parts of the homologated engine must always comply with and be similar to the photographs, drawings and physical height described on the homologation form.

10.4.3.1.Tuning regulations.

The original parts of the homologated engine must always comply with and be similar to the photographs, drawings and physical height described on the homologation fiche. It is, however, permitted to interchange the cylinders from versions of the same engine, e.g. a TM K9 engine may use a K9B or K9C cylinder. All modifications to the homologated engine are allowed except:

Inside the engine:

- Stroke
- Bore (outside maximum limits)
- Connecting rod Centre Line
- Number of transfer ducts and inlet ports in the cylinder and crankcase.

Outside the engine:

- Number of carburettors (1 only)

- Diameter of choke

- External characteristics of the fitted engine except for machining necessary for the application of bar code stickers (via homologation extension).

Modification of the external appearance of the engine does not include the fixations of the carburettor, of the ignition, of the exhaust, of the clutch or of the engine itself, provided that their homologated position is not modified.

10.4.3.2.Cylinder Head.

Cylinder head volume must be a minimum of 13cc using CIK specification plug insert and measured as the CIK method. Ambient temperature is defined as any temperature between - 5°C and +50°C.

10.4.3.3. Spark Plugs.

Spark plugs are free but must be unmodified. The body of the spark plug (electrodes not included) tightened on the cylinder head, must not extend beyond the upper part of the dome of the combustion chamber.

Modification to the spark plug thread in the cylinder head is not permitted except for helical repair so long as the repair is to the full depth of the thread.

10.4.3.4. Ignitions.

Programmable ignitions that allow the use of custom ignition map are not permitted.

10.4.3.5. Silencing.

All systems of injection and /or spraying of products other than permitted fuel are forbidden.

10.4.3.6. Air Intake.

The Air Intake / Silencer Box must be CIK-FIA Homologated. Air intakes / tubes maximum diameter is 30 mm.

10.4.3.7. Exhaust.

Exhaust must be the specified homologated exhaust for the specific homologated engine used.

10.4.3.8. Carburettor.

Carburettor made of aluminium, with a venturi type diffuser with a maximum diameter of 39mm round. The carburettor must be Dell'orto.

The carburettor must remain strictly original.

The only settings allowed may be made to: the slide, the needle, the floats, the float chamber, the needle shaft jets and the needle kit, subject to all the interchanged parts being of Dell'orto origin.



10.4.4. Transmission.

Gearbox must remain as homologated by the CIK/FIA. Changes to gear ratios are not permitted, and the number **of gears is minimum of 2 and maximum of six**. Control must remain mechanical without any servo system or ignition cut system.

10.4.5. Brakes as per App. 70 Reg 8.12.

10.4.6. Tyres, Weight, Number Plate as per Appendix 70 Article 12.

10.5. FORMULA 125 KZ2.

10.5.1. Specification as per CIK/FIA KZ2.

10.5.2. KZ2 - Formula 125

10.5.2.1. Introduction.

10.5.2.1.1. Deleted.

10.5.2.2. Chassis.

Any chassis complying with MI regulations for gearbox karts.

10.5.2.3. Bodywork.

Complying with MI regulations for gearbox karts. Bubble type Nassau panels and "wedge" shaped front fairings are not permitted.

10.5.2.4. Engine.

10.5.2.4.1. Any water cooled single circuit single cylinder reed valve engine currently CIK homologated. Maximum cylinder cubic capacity 125cc.

10.5.2.4.2. Maximum cylinder cubic capacity 125cc.

10.5.2.4.3. An additional inner circuit for the normal functioning of a thermostat is allowed.

10.5.2.4.4.

The original parts of the homologated engine must always comply with and be similar to the photographs, drawings and physical height described on the homologation form.

10.5.2.4.5. Tuning regulations.

10.5.2.4.5.1. All modifications to the homologated engine are allowed except:

Inside the engine:

- Stroke
- Bore (outside maximum limits)
- Connecting rod Centre Line
- Number of transfer ducts and inlet ports in the cylinder and crankcase.
- The total exhaust opening angle is 199 degrees maximum as per CIK KZ2 regulations.

Outside the engine

- Number of carburetors (1 only)
- Diameter of choke
- External characteristics of the fitted engine

except for machining necessary for the application of bar code stickers (via homologation extension)

- The reed valve box (dimensions and drawings) must be according to homologation.

10.5.2.4.5.2. Modification of the external appearance of the engine does not include the fixations of the carburettor, of the ignition, of the exhaust, of the clutch or of the engine itself, provided that their homologated position is not modified.

10.5.2.4.5.3. Cylinder head volume must be a minimum of 13cc using CIK specification plug insert and measured as the CIK method. Ambient temperature is defined as any temperature between minus 5 degree C and plus 50 degree C.

10.5.2.4.5.4. Spark plugs are free but must be unmodified the body of the spark plug (electrodes not included) tightened on the cylinder head must not extend beyond the upper part of the dome of the combustion chamber. Modification to the spark plug thread in the cylinder head is not permitted except for helical repair so long as the repair is to the full depth of the thread.

10.5.2.4.5.5. Ignition system must be to CIK homologation for the class.

10.5.2.4.5.6. All systems of injection and /or spraying of products other than permitted fuel are forbidden.

10.5.2.5. Silencing.

10.5.2.5.1. The Air Intake / Silencer Box must be CIK-FIA Homologated. Air intakes / tubes maximum diameter is 30 mm.

10.5.2.5.2. Exhaust.

Homologated exhaust is not mandatory. The magnetic steel metal thickness must be 0.75mm minimum.

10.5.2.6. Carburettor.

10.5.2.6.1. Carburettor made of aluminium, with a venturi type diffuser with a maximum diameter of 30mm round. The carburettor must be Dell'orto VSHH 30(CS) or (BS) Code 9303. The carburettor must remain strictly original.

10.5.2.6.2. The only settings allowed may be made to: the slide, the needle, the floats, the float chamber, the needle shaft jets and the needle kit, subject to all the interchanged parts being of Dell'orto origin.

10.5.2.6.3.

The incorporated petrol filter and the plate (part no 28 on the technical drawing no 7) may be removed; if they are kept, they must be original.



10.5.2.7. Transmission.

Gearbox must remain as homologated by the CIK/FIA. Changes to gear ratios are not permitted, and the number of gears must remain six. Control must remain mechanical without any servo system or ignition cut system.

10.5.2.8. Brakes.

Brakes as M.S.A. Yearbook K135-137.

10.5.2.9. Tyres.

A70 Article 12. The class is limited to 5" diameter wheels with a maximum tyre width of 7.1".

10.5.2.10. Weight. As per Appendix 70 Article 12.

10.5.2.10. Number Plates. As per appendix 70 Article 12.

10.5.3. Class Formula 125 National.

Deleted.

10.6. FORMULA ROTAX 125 MAX CLASS.

10.6.1 Chassis.

Any chassis conforming to M.S.A. Direct Drive regulations.

10.6.2 Engine

10.6.2.1. The eligible engine is the Rotax FR125 Max.

10.6.2.2. The official engine supplier is J.A.G. Engineering and its approved dealers.

10.6.2.3. The engine is a single cylinder, liquid cooled, reed valve two-stroke.

10.6.2.4. All engines must be sealed between cylinder and crankcases with an official seal to prevent modifications.

10.6.2.5. All engines must have an official identity card.

10.6.2.6. The numbers inscribed on the engine and seal must correspond with those on the identity card at all times. Only authorised dealers will be issued with seals for use during maintenance of the engines. The identity card must be filled in and signed by an authorised dealer.

10.6.2.7. The engine must be presented at scrutineering with the official class seal intact. The identity card must be available for presentation to a scrutineer at any time during the meeting. Failure to comply will result in non-compliance.

10.6.2.8. Should a seal become damaged, loose or lost during racing it must be reported to Chief Scrutineer of the meeting before leaving parc ferme. To allow the competitor to continue racing the scrutineer may at his discretion reseal the engine with an official seal. The new seal number must be entered on the engine's identity card and

be signed by the scrutineer. The engine must be taken to an approved J.A.G. Engineering dealer with the seal intact to be resealed with the official class seal before competing at the next race meeting.

10.6.2.9. Modifications.

10.6.2.9.1. The engine and its ancillaries may not be modified in any way and must conform to the official fiche.

10.6.2.9.2. The engine must be raced in standard form as manufactured by Rotax.

10.6.2.9.3. Filing, grinding, polishing, surface treating, machining or lightening of any component is expressly forbidden.

10.6.2.9.4. The addition of material to any component is not allowed.

10.6.2.9.5. All parts used in or on the engine must be of original manufacture or source except where expressly allowed.

10.6.2.9.6. The engine is to be used with air box, carburettor, fuel pump, radiator, battery, wiring loom, ignition system and exhaust system as supplied by the manufacturer.

10.6.2.9.7. Position and method of mounting the battery, wiring loom, exhaust system are free, providing they are securely fixed to the satisfaction of the scrutineers of the meeting and MI regulations.

10.6.2.9.8. The radiator must be fitted to the right hand side of the engine using standard hoses and connections a supplied by Rotax. Filing of the crankcase to allow easy fitting of water connections is allowed.

10.6.2.9.9. Fitting of helicoils and inserts to repair damaged threads is allowed, provided such repairs are not used to derive any benefit other than rectification of damage.

10.6.2.9.10. The use of thermal barrier coatings / or ceramic coatings on the engine or the exhaust system is not allowed.

10.6.2.9.11. Temperature senders must only be fitted to the hole provided in the cylinder head or attached to a cooling hose. Drilling cooling hoses is not allowed.

10.6.2.9.12. EVO version is permitted but must comply in all respects with Motorsport UK homologation 01/ENG/11 to appendix 65.

10.6.2.10. Carburettors.

10.6.2.10.1. Dell'orto VHSB 34 QD or QS.

10.6.2.10.2. All parts of the carburettor including



the body are to be unmodified and run as supplied by Rotax. The carburettor must have VHSB34 (cast in body) and QD or QS (stamped on body).

10.6.2.10.3. All parts must comply with the official fiche.

10.6.2.10.4. The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the grooves provided. Needle jet atomiser Type 2 FN266, Choke jet 60, Idle jet 30, Idle jet emulsion tube 30, Needle K27 or (Rotax Part no 261191), Float needle valve 150, Slide 40 are mandatory.

10.6.2.10.5. Idle jets, idle jet emulsion tubes and floats may not be mixed and only used in one the two following combinations :

- Combination 1: Idle jet 30, idle jet emulsion tube 30, floats 5.2gr

- Combination 2: Idle jet 60, idle jet emulsion tube 60, floats 3.6gr.

10.6.2.10.6. The venturi must have 34 cast and 8.5 or 12.5 stamped on the top of the venturi.

10.6.2.10.7. Throttle cable and adjusters are free.

10.6.2.10.8. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut the side of the vent tube at the top of the loop.

10.6.2.11. Intake Silencer.

10.6.2.11.1. Air box type 2 only may be used.

10.6.2.11.2. The air box must be used with its inlet points facing downward except where a race is declared wet and it can then be inverted to allow its intakes to face upwards.

10.6.2.12. Exhaust System.

10.6.2.12.1. The exhausts system and silencer may not be modified in any way except for the addition of brackets to allow easy fixing.

10.6.2.12.2. The pop rivets securing the silencer end plate may be replaced with screws. The use of a jubilee clip to secure the end plate pop rivets or screws is allowed. These modifications are allowed provided there is no benefit in performance.

10.6.2.12.3. It is permitted to paint the exhaust system with black paint. The use of any other coating or plating is not permitted.

10.6.2.12.4. It is permitted to make minor repairs by welding or brazing to the exhaust system provided there are no alterations to the original dimensions.

10.6.2.13. An on/off ignition switch must be fitted as per Article 8.25.5.

10.6.2.13.1 Spark Plugs.

The only spark plugs permitted are as listed and must be unmodified with sealing washer in place. Denso Iridium IW24, IW27, IW29, or IW31.

10.6.2.14. Transmissions.

10.6.2.14.1. Transmission is direct from the engine to axle via a single length chain. The clutch supplied with the engine must be used with all of its standard components.

10.6.2.14.2. The clutch must be triggered/engaged at a maximum engine speed of 3,000rpm so that the kart with driver should move forward.

10.6.2.15. Brakes. Hydraulic disk brake operating on rear wheels only.

10.6.2.16. Tyres. As per Appendix 70 Article 12.

10.6.2.17. Weight. As per Appendix 70 Article 12.

10.6.2.18. Number Plate. As per appendix 70 Article 12.

10.6.2.19. Age.

The class is open to any driver aged 16 or over. Transfer from junior class to this senior class as per Appendix 1 Article 9.

10.7. Group MiniKart

10.7.1 Class Minikart

Affiliation: MOTORSPORT IRELAND

Commercial: Tillotson

10.7.2. Introduction. Race training for 6 to 8 year olds, which can only be held on circuits specifically licensed by MI for Minikart. Drivers must hold a MiniKart Kart licence, which they can obtain from their 6th birthday and may continue in MiniKart until the end of the year of their 8th birthday. Karts must comply with the Technical Regulations of the current MI Yearbook.

10.7.3. Chassis.

MI registered MiniKart chassis only. Chassis must comply with homologated fiche for that class.

10.7.3.1. Materials.

Carbon fibre, Kevlar, Magnesium and Titanium components are prohibited.

10.7.3.2. Bodywork & Bumpers.

As registered with the chassis.



10.7.3.3. Dimensions.

At all times the rear bumper must not exceed the overall width measured to the outside of the rear wheels or tyres (whichever is greater), and the side pods may not be located outside of the plane passing through the outer edge of the rear wheel or tyre (whichever is greater). The rear bumper must cover at least 50% of each wheel/tyre at all times. Overall width at the rear: Maximum 1100mm.

10.7.4. Engine.

Comer C50 and Iame M1 MiniKart, the engine as raced must at all times conform in all aspects with the MI homologation fiche. Compliance with the fiche may be checked at any time during an event. The engine numbers must match the information held on the MI agent's database. All parts must be standard genuine parts as listed on the parts list. The engine must be used with the exhaust cover fitted at all times.

No addition of, or other change of material is permitted. No modifications, tuning or rectification to fiche for whatever purpose is allowed except as listed below or where expressly permitted by MI:

- (I) Repair of damaged threads with helicoils is permitted.
- (II) The spark plug cap may be replaced by parts of other commercial manufacture and which must be directly equivalent.
- (III) The spark plug used must be unmodified and must use the washer supplied at all times.
- (IV) Gaskets may be trimmed for alignment of parts.

10.7.4.1. Carburettor.

For C50 Comer the Dell'Orto SHA 12/14 L as per the current homologation fiche. The carburettor must remain unmodified and conform in all aspects to the official homologation fiche.

10.7.4.1.2. Carburettor.

For Iame M1 MiniKart the Tillotson HS-323-A as per the current homologation fiche. The carburettor must remain unmodified and conform in all aspects to the official homologation fiche. The inlet spacer Part Number EG31011 must be in place at all times as must the 11.5mm exhaust spacer part no EH20511.

10.7.4.2. Engine Lubrication.

Any oil specified in the current CIK list of homologated lubricants.

10.7.5. Transmission.

Direct from the engine to the axle via a single length of chain. Only an 80 tooth rear sprocket may be used, unless a single other size of sprocket is specified in Supplementary Regulations. The internal running surface of the clutch must remain dry and free of grease, lubricant or any additional substance.

10.7.5.1. Axle. As registered with the chassis. Must be fitted with circlips on the ends of the axle.

10.7.5.2. Chain/Sprocket Guard.

A chain/sprocket guard complying with Appendix 70; 8.25.2 is mandatory.

10.7.6. Brakes.

As registered with the chassis. Mechanical system with solid disc acting on the rear axle only. Interruptions on the brake surface (drilling, grooves, slots, etc.) are permitted, vented discs are not permitted. If the brake system is registered with dual-linkage, this must be fitted at all times.

10.7.6.1. Brake Disc Protector.

A Brake disc protector must be fitted.

10.7.8. Tyres.

Le Cont MI 04, all-weather tyres.
 Front: 10 x 4.00 x 5, Rear 11 x 5.00 x 5.
 Maximum tyre circumference: Front 820mm, rear 840mm. The minimum tyre treads depth is 1mm at any point.

10.7.8.1. Wheels.

Widths measured from outside edges:
 Front: 100mm min. and 115mm max.
 Rear: 140mm ± 2mm.

10.7.9. General.

10.7.9.1. Age.

From 6th birthday to 31st December of the year of 8th birthday.

10.7.9.2. Weight.

Minimum 69kg, including the driver for MiniKart with Comer C50 Engine. 74 Kgs for Iame M1 Engine.

10.7.9.3. Number Plates.

Black with white numbers as per Appendix 70 section 12.

10.7.9.4. Data Logging.

The use of data acquisition is forbidden apart from the collection of engine RPM, temperature information and lap time data only. Any sensors not permitted by these regulations must be removed from the kart.

10.7.9.4. Entry fee is €60 per race meeting.

10.8. Deleted

10.9. T4 CLASS

10.9.1 Chassis

T4 chassis as manufactured and supplied by Tillotson.

10.9.2 Brakes

One hydraulic disk brake to be fitted to the rear axle only.



10.9.3 Axle

Rear axle size open. Hollow or solid magnetic material only.

10.9.4. Rear bumper. *As per article 8.19.*

10.9.5 Weight.

As per appendix 70 section 12.

10.9.6. Engine and Drive.

10.9.6.1. *One Tillotson 225RS engine to be fitted. Pull start.*

10.9.6.2. *No parts other than the standard Tillotson genuine parts for the engine type to be fitted.*

10.9.6.3. *No machining or removal of any part of the engine unit by any means is permitted. The original casting marks must be visible on all surfaces of the engine. The original Tillotson finish must remain on all parts and components of the engine in their original place unless these regulations specifically state that you are allowed to remove them.*

10.9.6.4 Carburettor.

10.9.6.4.1. *The standard Tillotson carburettor as originally fitted to the engine must be used with the original air filter and choke fitted in its entirety.*

10.9.6.5. Exhaust silencer.

10.9.6.5.1. *The exhaust manifold and fitment to the engine are free.*

10.9.6.5.2. *A silencer must be used. It must comply with article 8.16.*

10.9.6.6. Transmission.

10.9.6.6.1. *A dry air cooled centrifugal clutch which cannot be adjusted in position must be used.*

10.9.6.6.2. *A maximum engagement speed of 3000rpm. Engine speed to transmit drive to the rear axle.*

10.9.7. Bodywork *As per article 8.20.*

10.9.7.1 Number Plate. *As per appendix 70 section 12.*

10.9.8. Tyres *as per appendix 70 article 12.*

10.9.9. Age

As per appendix 70 section 12.



12. SUMMARY OF PERMITTED CLASS WEIGHT, NUMBER PLATE, AGE & TYRES.

Class	Weight Kgs	Number Plate	Age	Licence	Dry Tyres (c)	Wet Tyres
MiniKart	69 (Comer) 74 (Iame)	Black / White Nos.	6-8	Junior	Le Cont All Weather	
Junior Cadet (Comer) 60cc	105	Yellow / Black Nos.	8-13	Junior	DunlopSL3 Front 10x3.6x5 Rear 11x5.1x5	Dunlop KT3 Front 10x3.6x5 Rear 11x4.5x5
Formula Rotax Junior Max 125cc	148	Red / White Nos.	13-17	Junior / Nat B	Mojo D1	Mojo W2
IAME X30 Jnr	148	Green / White Nos.	11-17	Junior/Nat B upwards	Komet K1H	Komet K1W
IAME X30 Snr	164	Yellow / Black Nos.	16+	Junior / Nat B upwards	Komet K1H	Komet K1W
IAME X30 Masters	164	Yellow / Black Nos.	30+	Nat B upwards	Komet K1H	Komet K1W
Formula Rotax Max 125	165	Blue / White Nos.	16+	Junior/Nat B upwards	Mojo D2	Mojo W2
T4	175	Yellow / Black Nos.	16+	Junior/Nat B upwards	Komet	Komet
Formula 125 KZ2	180	Red / White Nos.	16+	Junior/Nat B upwards	Open	Open
Formula 125 Open	180	Green / White Nos.	16+	Junior / Nat B upwards	Vega XM	Vega W5
Formula 125 Superkart	185 (Short Circuit) 195 (Long Circuit)	Blue / White Nos.	16+	National B upwards	Per MI/ MUK	
250 Superkart D1	218	Yellow / Black Nos.	16+	National B upwards	Per MI/ MUK	
250 Superkart National	195 (Short Circuit) 208 (Long Circuit)	White / Black Nos.	16+	National B upwards	Per MI/ MUK	

Notes:

(a) Formula 125 KZ2, Formula 125 Open and all Superkarts are gearbox classes, all others direct drive.

(b) For slicks (dry tyres) classes, Jnr Max, IAME X30 Jnr, IAME X30 Senior, IAME X30 Masters, Formula 125 KZ2 and Formula 125 Open are restricted to one set of tyres per race meeting. Super 4 are restricted to 5 sets of tyres for the year. Junior and Novice Junior Cadet Class is restricted to 3 sets of slick tyres for the year. KZ2 Class is restricted to 1 set of slick tyres per race meeting. Tyres that have a direction of rotation (DOR) marked on them must be fitted to travel in the DOR. Tyres must be presented for computer authentication at pre-event scrutiny (Safety Scrutiny). Once tyres are registered they no longer need to be presented.



- (c) Once upgraded to a Senior class a competitor may not revert to a Junior Class.
- (d) Junior and Cadet classes are the first 4 classes shown in the table above.
- (e) A Cadet / Junior driver reaching the upper age limit for that class can complete the season in that class.
- (f) Cadet Drivers may upgrade to a junior class provided their birthday is in the year of the minimum age for that junior class as outlined in the above table. Junior drivers may upgrade to a senior class provided they have completed a season in a junior class and that their 16th birthday is in the current year. Competitors may enter the IAME X30 Masters class provided they will achieve their 30th Birthday in the current year.
- (g) IAME X30 masters will have a 5 event championship. Those being events 1,3,5,7,9.
- (h) All Superkarts must comply with M.I. / M.S.A. technical regulations.
- j) Komet K1W tyre must carry the barcode with prefix K.***