



AUSTRIA



TECHNICAL REGULATIONS 2019
RGMMC GmbH ORGANIZED
IAME WINTER CUP 2019
IAME EURO SERIES 2019
IAME JUNIOR, SENIOR, SUPER SHIFTER

TECHNICAL REGULATIONS PART SAFETY OF KARTS AND EQUIPMENT
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Article 1: Classifications and Definitions

Article 2: General Prescriptions

Article 3: Kart and Equipment Safety

Article 4: Engine General Regulation

Article 5, 6 & 7 Engine Specification (Technical Regulations part 2 of 2)

The CIK-FIA Technical regulation also applies for the IAME WINTER CUP & IAME EURO SERIES . The English text is the authentic version. RGMMC reserves the right to issue additional statements concerning the Technical Regulations previously approved by the ASN proposing the series and the CIK-FIA from time to time following the agreement of the ASN presenting the series and the CIK-FIA, and all such statements will be issued to all registered competitors by way of competitors' Bulletins at the race meeting, or posted to the address detailed on the Event/Series Registration Form

1) CLASSIFICATION AND DEFINITIONS

1.1 CLASSIFICATION Article 1.1 CIK-FIA Karting Technical regulations.

1.2 DEFINITION Article 1.2 CIK-FIA Karting Technical regulations.

1.3 GENERAL Article 1.2.1 CIK-FIA Karting Technical regulations.

1.4 DEFINITION OF A KART Article 1.2.1.1 CIK-FIA Karting Technical regulations.

1.5 DATA ACQUISITION Article 1.2.1.2 CIK-FIA Karting Technical regulations.

1.6 TELEMETRY Article 1.2.1.3 CIK-FIA Karting Technical regulations.

1.7 MECHANICAL COMPONENTS Article 1.2.1.4 CIK-FIA Karting Technical regulations.

1.8 ORIGINAL OR SERIES COMPONENTS Article 1.2.1.5 CIK-FIA Karting Technical regulations.

1.9 COMPOSITE Article 1.2.1.6 CIK-FIA Karting Technical regulations.

1.10 MAXIMUM Article 1.2.1.7 CIK-FIA Karting Technical regulations.

1.11 MINIMUM Article 1.2.1.8 CIK-FIA Karting Technical regulations.

1.12 CHASSIS Article 1.2.2 CIK-FIA Karting Technical regulations.

1.13 FRAME Article 1.2.2.1 CIK-FIA Karting Technical regulations.

1.14 ENGINE Article 1.2.3 CIK-FIA Karting Technical regulations.

1.15 CYLINDER CUBIC CAPACITY Article 1.2.3.1 CIK-FIA Karting Technical regulations.

1.16 DUCTS OR PASSAGES Article 1.2.3.2 CIK-FIA Karting Technical regulations.

1.17 INLET OR EXHAUST PORT Article 1.2.3.3 CIK-FIA Karting Technical regulations.

1.18 POWER VALVE Article 1.2.3.4 CIK-FIA Karting Technical regulations.

1.19 DECOMPRESSION VALVE Article 1.2.3.5 CIK-FIA Karting Technical regulations.

1.20 RADIATOR Article 1.2.4 CIK-FIA Karting Technical regulations.

1.21 FUEL TANK Article 1.2.5 CIK-FIA Karting Technical regulations.

1.22 WHEEL Article 1.2.6 CIK-FIA Karting Technical regulations.

ARTICLE 2 GENERAL PRESCRIPTIONS

2.1 GENERAL Article 2.2.1 CIK-FIA Karting Technical regulations.

2.2 APPLICATION OF THE GENERAL PRESCRIPTIONS Article.2.1.2 CIK-FIA Karting Technical regulations.

2.3 SCRUTINEERING

2.3.1 It is the duty of every Entrant to prove to the Scrutineers and to the Stewards that his kart integrally complies with the Regulations throughout the event CIK-FIA Karting Technical regulations article 2.1.3

2.3.2 A mandatory check will be carried out before the non-qualifying practice. It must be possible to identify the homologated equipment by the technical descriptions (drawings, dimensions, etc.) on the Homologation Form. For any used equipment, which has been homologated, every competitor shall be able to submit the relevant Homologation Forms. For identification and control it must be possible to identify the homologated equipment. A scrutineering (technical passport) report must be completed the entrant is responsible that the card is completed and correct.

The kart and Safety Equipment must comply with article 3 of CIK-FIA Karting Technical regulations.

2.3.3 The Scrutineer, following a decision of the Stewards has the right to impound any part of the Engine including but not limited to carburettor, exhaust, electronic ignition and petrol at his discretion. Should this be the case the parts impounded will be replaced with new original manufactured parts at the expense of the Entrant / Driver (At IAME Official Recommended Retail Price List)

2.4 MODIFICATIONS Article 2.1.4 CIK-FIA Karting Technical regulations.

2.5 ADJUNCTION OF MATERIAL OR PARTS Article 2.1.5 CIK-FIA Karting Technical regulations.

2.6 MAGNETIC STEEL Article 2.1.6 CIK-FIA Karting Technical regulations.

2.7 COMPOSITE PARTS Article 2.1.7 CIK-FIA Karting Technical regulations.

3 KART & EQUIPMENT SAFETY

3.1 GENERAL REQUIREMENTS Article 2.2.1 CIK-FIA Karting Technical regulations.

3.2 KART COMPOSED

A kart is composed of the chassis-frame (with or without the bodywork), the tires and the engine. It must comply with the following general conditions. Article 2.2.1.1 CIK-FIA Karting Technical regulations.

3.3 DRIVING POSITION Article 2.2.1.2 CIK-FIA Karting Technical regulations.

3.4 NUMBER OF WHEELS Article 2.2.13 CIK-FIA Karting Technical regulations.

3.5 EQUIPMENT Article 2.2.1.4 CIK-FIA Karting Technical regulations.

3.6 SPECIAL REQUIREMENTS Article 2.2.2 CIK-FIA Karting Technical regulations.

- Chassis Article - 2.3
- Dimensions and masses Article 2.4
- Bumper Article 2.5
- Floor tray Article 2.6
- Bodywork Article 2.7
- Transmission Article 2.8
- Chain guard / Belt Article 2.9
- Suspension Article 2.10
- Brakes Article 2.11
- Steering Article 2.12
- Seat Article 2.13
- Pedals Article 2.14
- Accelerator Article 2.15
- Engine Article 2.16
- Inlet silencer Article 2.17
- Exhaust Article 2.18
- Noise Article 2.19
- Fuel tank Article 2.20
- Fuel and oxidant 2.21
- Wheels, rims and tires 2.22
- Starting 2.23
- Racing numbers 2.24
- Homologation 2.25
- Timekeeping equipment and telemetry

3.7 CHASSIS

3.8 Chassis must have a valid CIK- Homologation

3.9 Drivers will be allowed one chassis only. However if damage occurs to the chassis which has been scrutinized for the meeting and in the opinion of the Chief Scrutineer, following a decision of the Stewards it is not practical to repair in time one (1) alternative chassis of the same make and model as the damaged chassis may be scrutinized in order to continue the meeting.

3.10 DESCRIPTION OF THE EQUIPMENT Article 2.3.1 CIK-FIA Karting Technical regulations.

3.11 MODIFICATION AND IDENTIFICATION Article 2.3.2 CIK-FIA Karting Technical regulations.

3.12 CHASSIS FRAME Article 2.3.3 CIK-FIA Karting Technical regulations.

3.13 FUNCTION Article 2.3.3.1 CIK-FIA Karting Technical regulations.

3.14 DESCRIPTION Article 2.3.3.2 CIK-FIA Karting Technical regulations.

3.15 REQUIREMENTS Article 2.3.3.3 CIK-FIA Karting Technical regulations.

3.16 MATERIAL Article 2.3.3.4 CIK-FIA Karting Technical regulations.

3.17 CHASSIS MAIN PARTS

3.18 FUNCTION Article 2.3.4.1 CIK-FIA Karting Technical regulations.

3.19 DESCRIPTION Article 2.3.4.2 CIK-FIA Karting Technical regulations.

Description (technical drawing No 1 appended CIK-FIA Karting Technical regulations.) All the parts which transmit the track forces to the chassis frame only through the tires:

- rims with support
- rear axle
- steering knuckle
- king pin
- front and rear axles supports
- if they exist, front and rear connecting parts

3.20 REQUIREMENTS Article 2.3.4.3 CIK-FIA Karting Technical regulations.

3.21 SKETCH OF THE CHASSIS FRAME AND OF THE CHASSIS MAIN PARTS

Technical drawing No 1 appended 2.3.4.4 CIK-FIA Karting Technical regulations.

3.22 CHASSIS AUXILIARY PARTS

3.23 FUNCTION Article 2.3.5.1 CIK-FIA Karting Technical regulations.

3.24 DESCRIPTION Article 2.3.5.2 CIK-FIA Karting Technical regulations.

3.25 REQUIREMENTS Article 2.3.5.3 CIK-FIA Karting Technical regulations.

3.26 DIMENSIONS AND MASSES

3.27 TECHNICAL SPECIFICATIONS Article 2.4.1 CIK-FIA Karting Technical regulations.

- a) Wheelbase minimum 101 cm
- b) Track at least 2/3 of the wheelbase used
- c) Overall width 140 cm maximum
- d) Height 65 cm maximum from the ground, seat excluded.

3.28 MASS Article 2.4.2 CIK-FIA Karting Technical regulations.

3.29 BALLAST Article 2.4.3 CIK-FIA Karting Technical regulations.

3.30 BUMPER Article 2.5 CIK-FIA Karting Technical regulations.

3.31 FRONT BUMPER

3.31.1 SHORT CIRCUITS Article 2.5.1.1 CIK-FIA Karting Technical regulations.

3.31.2 LONG CIRCUITS Article 2.5.1.2 CIK-FIA Karting Technical regulations.

3.31 REAR BUMPER

3.31.1 SHORT CIRCUIT Article 2.5.2.1 CIK-FIA Karting Technical regulations.

3.31.2 LONG CIRCUITS Article 2.5.2.2 CIK-FIA Karting Technical regulations.

3.32 REAR WHEEL PROTECTION Article 2.5.3 CIK-FIA Karting Technical regulations.

3.33 SIDE BUMPERS Article 2.5.4 CIK-FIA Karting Technical regulations.

3.33.1 SHORT CIRCUIT Article 2.5.4.1 CIK-FIA Karting Technical regulations.

3.33.2 LONG CIRCUITS Article 2.5.4.2 CIK-FIA Karting Technical regulations.

3.34 FLOOR TRAY (SHORT CIRCUIT) Article 2.6 CIK-FIA Karting Technical regulations.

3.35 BODYWORK All Bodywork elements must have a valid CIK-Homologation

3.35.1 BODYWORK FOR ALL CATEGORIES ON SHORT CIRCUIT Article 2.7.1 CIK-FIA Karting Technical regulations.

3.35.2 DEFINITION Article 2.7.1.1 CIK-FIA Karting Technical regulations.

3.35.3 BODYWORK Article 2.7.1.2 CIK-FIA Karting Technical regulations.

3.35.4 MATERIALS Article 2.7.1.3 CIK-FIA Karting Technical regulations.

3.35.5 SIDE BODYWORKS Article 2.7.1.4 CIK-FIA Karting Technical regulations.

3.35.6 FRONT FAIRING Article 2.7.1.5 CIK-FIA Karting Technical regulations. (description of vertical push test)

3.35.6.1 The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory. The technical committee reserves the right to refuse front fairings, front fairing retaining systems or other components that do not meet the required standards. The front fairing must be CIK / FIA homologated and must remain in the correct position at any time of a competition (qualifying or races), as described in the Technical Drawing CIK / FIA No. 2c and 2d. The use of CIK/FIA homologated front fairings is mandatory in all classes.

3.35.6.2 CIK-FIA FRONT FAIRING MOUNTING KIT

The use of a homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2020 is mandatory. As from the Qualifying Heats until the Final, each Driver must enter the “Start” Servicing Park – Assembly Area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the “Start” Servicing Park – Assembly Area under the supervision of a scrutiner. During Qualifying Heats and Final, it is only allowed to install the front fairing to the correct position in the Repair Area.

Correct installation of the “Front Fairing” The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition (see Technical Drawing No. 2d).

The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white cheered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 5 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

When the Scrutinizer /Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The Entrants concerned shall not be invited to sign the decision documents.

Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white cheered flag” was waved this will lead to a disqualification from the competition. As from the moment the “Last Lap” panel is presented to the Drivers the Repair Area will be closed.

3.35.7 FRONT PANEL Article 2.7.1.6 CIK-FIA Karting Technical regulations.

3.35.8 BODYWORK FOR KZ1 AND KZ2 ON LONG CIRCUITS Article 2.7.2 CIK-FIA Karting Technical regulations.

3.36 TRANSMISSION Article 2.8 CIK-FIA Karting Technical regulations.

3.37 CHAIN GUARD / DRIVING BELT Article 2.9 CIK-FIA Karting Technical regulations.

3.38 SUSPENSION Article 2.10 CIK-FIA Karting Technical regulations.

3.39 BRAKES Article 2.11 CIK-FIA Karting Technical regulations.

3.40 STEERING Article 2.12 CIK-FIA Karting Technical regulations.

3.41 SEAT Article 2.13 CIK-FIA Karting Technical regulations.

3.42 PEDALS Article 2.14 CIK-FIA Karting Technical regulations.

3.43 ACCELERATOR Article 2.15 CIK-FIA Karting Technical regulations.

3.44 Fuel & Oil

3.44.1 Fuel will be none "Parc Ferme" status. Unleaded commercial quality fuel from petrol station.

3.44.2 It will be each competitor's responsibility to purchase their own petrol from free practice until the end of the race weekend on Sunday. The place of purchase of the petrol and the octane will be stated in the Supplementary Regulations of the event, and is compulsory to use.

3.44.3 The requirements specified in these regulations are intended to ensure the use of fuels predominantly composed of compounds normally found in commercial fuel, and to prohibit the use of specific power-boosting chemical compounds.

3.44.4 At any time including end of race the volume of fuel in the tank must be over or equal to 1.5 litres.

3.44.4 The Petrol must be unleaded commercial pump fuel.

3.44.5 The octane will be stated in the supplementary regulations of the event.

3.44.6 The oil mixture ratio shall be 4-6 %

3.44.7 The Scrutineer/Organization, following a decision of the Stewards, has the right to change/replace any drivers petrol at his discretion and at any time, the organiser may charge 3€ per litre.

Case 1 - Should this be the case the Drivers will be asked to enter servicing park without petrol in his/hers petrol tank, where the fuel will be added.

Case 2 - Petrol will be changed without warning. Changed/Replaced petrol will be the petrol as stated in the supplementary regulations of the event. It is recommended that evaluation of fuels at the racetrack be conducted using one or all of the following tests.

a) Digatron DT- 47 Fuel Meter Test.

b) Specific Gravity Test

c) Water Solubility Test

d) The official oil for the IAME X30 Euro Series Wladoil is compulsory to be used, no other oils are allowed to be used. The oil will be CIK-FIA homologated.

Only oil supplied from the office of RGMMC are legal to be used, all other oils are prohibited to be used including oil of the same mark

3.45 TIRES

3.45.1 Dry Tyres Juniors

Slick tyres: MG HZi (RED)

Front: 10 x 4.60-5 Homologation No 23/P/19 Rear: 11 x 7. 10-5 Homologation No 24/P/19

3.45.2 Dry Tyres Seniors

Slick tyres: MG HZi (RED)

Front: 10 x 4.60-5 Homologation No 23/P/19 Rear: 11 x 7. 10-5 Homologation No 24/P/19

3.45.3 Dry Tyres Super Shifter

Slick tyres: MG FZ

Front: 10 x 4.60-5 Homologation No 21/P/19 Rear: 11 x 7. 10-5 Homologation No 22/P/19

3.45.4 Wet Tyres in all classes

WET TIRES: MG WT

Front: 10 X 4.20-5 Homologation No 25/P/19 Rear: 11 X 6.00-5 Homologation No 26/P/19

3.45.5 Modification of Tyres.

Any modification of a tire is forbidden, in all categories, the heating and cooling of tires by any method, and/or remoulding or treating the tires with any chemical substance is forbidden.

3.45.6 Should the check at the "Start" Servicing Park establish that one or more tires are not in conformity with the regulations, the relevant Driver will not be allowed access to the Pre-Gird. Should the test be carried at the "Finish" Servicing Park and one or more tires result not in conformity with the regulations, the driver is disqualified from the race. Protests against this procedure are not admitted. Protests and Appeals in this regard do not have a suspensory effect.

3.45.7 Racing Numbers and Drivers Identification Article 2.24 CIK-FIA Karting Technical regulations.

3.45.7.1 The numbers shall be black (without shadow and colour stripes) on a clear Yellow Back-Ground, and they shall be at least 14 or 15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before free practice and must be clearly visible during the hole race event (damaged numbers and id must be replace regularly) on both front and rear and on both sides towards the rear of the bodywork. The number plates fitted at the back of the kart shall be plane and have rounded corners (diameter of rounded corners 15 to 25 mm) with 22 cm sides. The plates shall be flexible and made of opaque plastic, and they shall always be visible (fixation without a possible displacement).

3.45.7.2 Driver's name shall be in the fore part of the lateral bodywork. The minimum height of the letters of the name shall be 2 cm minimum. Driver is responsible at all times for ensuring that the required numbers and I.D. are clearly visible to Officials, Timekeepers and Marshals.

3.45.7.3 Karts not apply to article 2.3.3.1 and 2.3.3.2 may be refused entry to Free-Practice, Time-Qualifying, Qualifying Heats, Second Chance Heat, Pre-Final or Final Race.

3.45.7.4 Numbers & Background are available from Organization, Entrant / Driver can bring their own to the specification of Article 4.2.of the Sporting Regulations, The organisers numbers are sold for the price of 0.50 € per single number and Yellow background (1) for the price of 3 €

ARTICLE: 4 ENGINES GENERAL

4.1 IAME X30 Junior

IAME X30 – 125cc RL TaG (125cc-centrifugal dry clutch drive – water cooled-TaG (Junior restricted)

Homologation form 254R and 293E Carburettor Tryton HB-27C

4.2 IAME X30 Senior

IAME X30 – 125cc RL TaG (125cc-centrifugal dry clutch drive – water cooled-TaG

Homologation form 254R and 293E Carburettor Tryton HB-27C

4.3 IAME X30 Super Shifter

IAME X30 – Super Shifter – 175cc RL TaG (175cc-6 speeds gearbox-water cooled-TaG) Homologation form 343 B

4.4 The Scrutineer, following a decision of the Stewards has the right to impound any part of the Engine including but not limited to carburettor, exhaust, electronic ignition and petrol at his discretion. Should this be the case the parts impounded will be replaced with new original manufactured parts at the expense of the Entrant / Driver (At IAME Official Recommended Retail Price List)

4.5 Amount of Equipment (Engines)

Each Driver is allowed to submit to Scrutineering and use only two (2) engines of the same type per event.
It is prohibited to change and or scrutineering any new engines after finish scrutineering

4.6 APPENDIXES

The following appendixes are integral part of the regulations

Homologation form n. 254S - IAME X30 125cc RL – TaG

Additional page alternative exhaust header X30/X30J

Homologation form n. 254S - Restriction IAME X30 Junior

Homologation form n. 348A - Carburettor Tillotson HW27A

Exhaust silencer – X30 Junior – X30 Senior – X30 Master

Homologation form n. 343D - IAME X30 Super Shifter 175cc RL - TaG

Homologation form n. 360 - Carburettor Tillotson HB-10A (Ø34mm)