

IAME

The heart of kart

TECHNICAL REGULATIONS

EUROPEAN X30 CHALLENGE – BRUNO GRANA TROPHY

Reading the following regulations, never forget that any intervention, if not expressly authorized, is forbidden. We consider as modifications any action changing the initial aspect and dimensions of an original part. The drivers are liable for the conformity of their material.

ARTICLE 1: AUTHORIZED CHASSIS

Only the CIK Homologated chassis proposed in the manufacturers' catalogue, in compliance with Article 2 of the CIK regulations, are admitted in the "European X30 Challenge" – BRUNO GRANA TROPHY.

ARTICLE 2: DEFINITION OF THE CHASSIS

The chassis must comply with the following regulations:

- Conventional chassis, ruled and currently under CIK homologation. Triangulated chassis are forbidden. Therefore only the chassis which are not provided with any direction adjustment system, by means of ball joints fixed on a triangle, either on upper part or lower part, acting on the position of the stub axle pivot are authorized.
- Solid or hollow magnetic steel rear axle, maximum diameter 50mm.
- Two or three ball-bearings.
- Rear plastic protection, homologated by CIK.
- Compulsory chain guard, "closed type".
- Mechanic hydraulic brakes in compliance with CIK regulations and homologated.
- Body-works, front panel, spoilers, CIK homologated regulations.
- Yellow number plates with black numbers.

The drivers participating to the "European X30 Challenge" - Bruno Grana Trophy are committed to exhibit the "European X30 Challenge"- Bruno Grana Trophy sponsors' logos, according to the schedule issued directly by IAME Spa.

The regulations prescribed by CIK (*group 2*) are strictly applicable for any detail not mentioned in the paragraph concerning the CHASSIS (as per Article 2 of the present regulations)

ARTICLE 3: WEIGHT

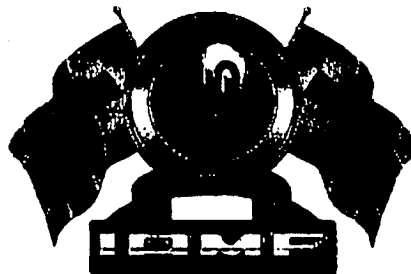
165 kg. minimum complete kart + driver fully equipped, in any moment of the race.

ARTICLE 4: TYRES

Type and brand be defined

- Each driver can use 2 sets of Slick tyres for the whole meeting, starting from the qualification time heat.
- Each driver can use 1 set of Rain tyres, for the whole meeting, starting from the qualification time heat.
- A "Pare ferme" for the control and distribution of the tyres is established.

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ARTICLE 5: ENGINE

Only the IAME PARILLA X30 125cc-RL-TaG, original and strictly in compliance with the manufacturer's technical form (technical features, sizes, weights, diagrams with the tolerances prescribed by the manufacturer) is admitted.

2 (two) engines per driver and per event are allowed.

The engines must be provided with their original serial number.

No modification, improvement, addition or removal of material or polishing of any engine part is allowed. Each engine internal or external part has to be installed in its original position and functioning according to the original design specs. To preserve an exceptional reliability, any tuning is forbidden: the maximum and minimum allowed values have to be measured according to the CIK Technical Regulations. The control of the head volume has to be made according to the method described in the CIK Technical Regulations.

In any moment, the officials have the right to replace any part or any accessory of the engine.

DIAGRAMS TABLE:

	PARILLA X30	
EXHAUST	177,5° Maximum	
TT TRANSFER	129° Maximum	
SIDE TRANSFERS	128° Maximum	
COMBUSTION CHAMBER VOLUME	10cc Minimum	With CIK insert

ARTICLE 6: HEAD

The head has to be strictly original. Only the thread repairing by means of a 14 x 1,25 diameter helicoid, with the same length as the original thread is allowed. The sparkplug body tightened on the head must not protrude from the upper part of the combustion chamber dome. The squish (distance between piston and head) must be minimum 0.9mm, in any point. The tin rod used for the "squish" measurement must have 1,5mm diameter. Only the CIK method for the squish measurement is valid.

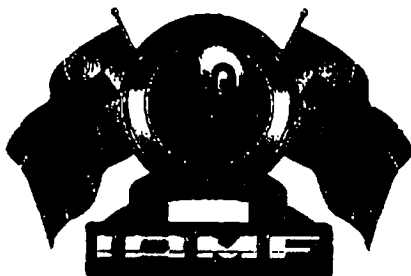
ARTICLE 7: CYLINDER

Original cylinder only. No polishing, sandblasting, trimming or adjustment is allowed. No heat treatment or surface heat treatment are allowed. The diagram adjustment is allowed only by means of the cylinder gaskets. Only the cylinder gaskets identical to the original ones (0.40mm and 0.20mm) are admitted, a - 0.05mm tolerance is admitted taking into account the gasket thickness variation. Only one gasket (per size) is admitted. No gasket head is admitted.

ARTICLE 8: CRANKCASE, CRANKSHAFT, CON-ROD, CRANKPIN

Strictly original and without any modification. Only original big end cage and washers.

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ARTICLE 9: BEARINGS

Steel and plastic cages are allowed. Only the strictly original crankshaft ball bearings (6206 C4) and counter balancing shaft ball bearings (6202 C4 and C6005 C4) are admitted.

Ball-bearing with oblique contacts are forbidden.
Only Ball bearings with steel balls are authorized.

ARTICLE 10: PISTON, RING, PIN

Strictly original without any modification, and in compliance with the engine technical form.

ARTICLE 11: REED PETALS BLOCK

Strictly original without any modification. No gasket plans surface finishing is allowed. Free screws. Original cover without any modification. Strictly original carburettor seat .

ARTICLE 12: REED PETALS

Only original IAME min. 0.21mm thick reed petals. Carbon fibre is allowed.

ARTICLE 13: CARBURETTOR

Only the carburettor supplied together with the engine in its original configuration (same brand, same model, same reference) is admitted, i.e. the Tryton HB27 Hobby carburettor. Only the accessories, supplied together with the original carburettor are allowed; excepted for the spring needle, diaphragms and diaphragm gaskets, which will have to be of the same colour and thickness as the original ones. Only the needle valve kit can be replaced by the Tillotson 233-710 model, with or without seal gasket. Carburettor positioning (i.e. with pump in upper or in lower position) is free.

The air filter must be identical to the original one supplied together with the engine (same brand, same model, same reference, with a 22mm diameter intake tube). The protective grids are optional.

The rubber manifold connecting the air filter to the carburettor must be in compliance and installed as shown on the homologation form (long part inside, and short one outside).

Any injection and/or spraying system are forbidden.

ARTICLE 14: FUEL, LUBRICANT, TANK

Only the fuel, commonly sold on the market, delivered from the pump, is allowed.

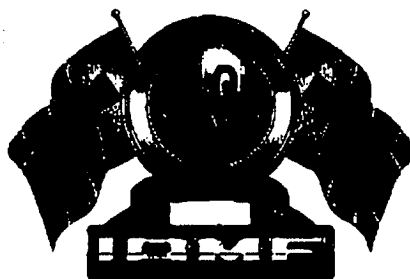
The compulsory fuel supplier will be designed by the specific race regulation adopted by the organizer. Wherever it will be possible the fuel will be n.o 98 (n.o 95 fuel, in the other cases). No additives other than lubricant are admitted.

Only CIK homologated lubricants are allowed.

Min. 5 liters extractable tank is allowed

An oil recuperator has to be compulsorily installed on the chassis and connected to the gear box vent.

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ARTICLE 15: CLUTCH

The centrifuge clutch must engage at max. 4000 RPM and moves the kart with driver on board. Each driver will be responsible for the wear status of the clutch padding material and friction parts cleaning, since the proper clutch operation might be checked at any moment of the race, and even after the race.

ARTICLE 16: IGNITION

Only original and homologated ignitions, either digital Sceletra or Digital PVL systems are allowed, without any modification. They could be replaced, as a whole or in part, before starting the race. The organizer will not be liable for any eventual breakdown occurred after the replacement.

Only the electronic CDI boxes type "C" (16000 RPM) and standard ones (15500 RPM) are allowed.

Any intervention made on the stator fixing is forbidden, as any modification in the rotor key shape or thickness, and, on the rotor and crankshaft slots is also forbidden.

The battery must be always connected to the ignition system.

The inscriptions on the electronic box must be compulsorily and clearly visible, without disassembling the electronic box, and, not covered with adhesive or masking tapes.

ARTICLE 17: SPARKPLUG

Brand free, with one external electrode, and sizes identical to the original one. The sparkplug must be installed with the seal gasket. The sparkplug temperature probe is admitted, and, if it is at least min. 1.20mm thick, it could act as sparkplug seal.

Sparkplugs with ring shaped grounding electrode are forbidden.

ARTICLE 18: MUFFLER, PIPE

The original muffler as supplied with the engine must be kept in compliance with the homologation form, therefore no modification in structure (magnetic material) or in dimensions are allowed. Only drilling and welding operations on the exhaust pipe are allowed just to install a temperature probe. In any case, the exhaust system must be in compliance with the sound measurement. Only the exhaust flexible hose length can be modified.

ARTICLE 19: COOLING

The cooling system must be in its original configuration: only one radiator, only one simple water pump (one entry, one exit) is allowed. Only simple or by pass original IAME thermostats are admitted and their use is optional. Only water is allowed for cooling. No additives are allowed. Only IAME original radiators, models: T-8000A and T-8000B, are allowed.

ARTICLE 20: STARTING

Should the starter does not crank the engine, the use of an external starter can be exceptionally authorized. This means that, the original on board starting system has to be installed with all its components and properly connected. Only a mechanic or electric problem can eventually prevent it from functioning properly (for example: starting brush breakage).



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ARTICLE 21: SPROCKETS

Only IAME Z10, Z11 and Z12 sprockets are admitted.

ARTICLE 22: INSPECTIONS

The engine technical inspection is performed by the technical stewards of the National Federation together with one Delegate previously appointed by the IAME Spa importer.

The comparison made with a sample engine will be the definitive probating element in case of doubts on the engine conformity, arisen during a race technical inspection.

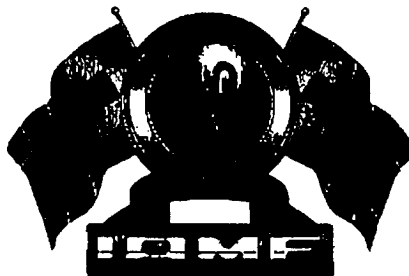
ARTICLE 23: CLAIMS

In case of claim, the complaints must be made accordingly with the regulations of the National Federation in which the event is held. In no case, a claim or an appeal can revoke a judgment for disqualification incurred for technical non conformity.

ARTICLE 24: MODIFICATIONS TO THE REGULATIONS

In order to guarantee the good execution of the "European X30 Challenge" - Bruno Grana Trophy and/or in case of force majeure, we, as IAME, reserve the right to modify any clause of the technical regulations, in any moment.

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