

## Version history

Black color                      Regulations version 1.0.0                      30.8.2019

## 1 Series Regulations

In all the events of the series these regulations are followed, no matter which organization, location or level the event officially has. The organizer of the series has a right to change the regulations at any time because of sportive or other important reasons. The series consists of events listed in section 1.1. The organizer of the series is Radalle Urheilautoilijat ry. There's no series fee. The original version of the regulations is in English and that's the deciding one in case of conflicts.

### 1.1 Series Events

The race is only one national event in Aravete on 15 September 2019, so international licenses are not required.

### 1.2 Official Practice Sessions

The official practice days of each event is Friday. The tire brand and type must be the same as in race regulations. Joining the track without correct race numbers and a functioning transponder is not allowed. If the transponder doesn't work, the owning driver will get a technical flag. If the driver doesn't follow the instructions of the organizers, the driver can be given a warning flag for the whole race event. The number of tires is not limited. The official practice day is run by Estonian Karting Union.

### 1.3 Standings of the Series

The final standings of IAME Baltic Cup are the results of the finals.

### 1.4 Media

All driver information, photos and videos will be used automatically to promote the series, races and possibly other series, drivers and generally karting, for statistics, announcements, commentings and possibly for other sporting or marketing purposes. The driver and the guardian of under 18 year-old driver give their permission to all this by participating to the series and the races.

## 2 Race Regulations

The rule book mentioned in the regulations is the ASN's general rule book which is valid at the given time and karting regulations refer to ASN's karting regulations. The race uses first these regulations, then the ASN's karting regulations and then the ASN's general regulations in the rule book. The regulations can be focused in the events with extra regulations to the series regulations. There will be a race invitation published for each event, where some regulations are defined more in detail related to the specific event or its arrangements. The preliminary time table is published in the race invitation. The race organizers are Radalle Urheilautoilijat ry. Every driver participating in the event agrees to follow IAME Baltic Cup regulations.

### 2.1 Categories

X30 Cadet (9-13 yo)	IAME X30 engine (max. 14000 rpm, 23 mm restrictor – only the "old" exhaust)
X30 Junior (12-16 yo)	IAME X30 engine (22,7 mm restrictor in the "new" exhaust)
X30 Senior (14 yo-)	IAME X30 engine
X30 Senior Heavy (14 yo-)	IAME X30 engine

X30 Master (30 yo-)

IAME X30 engine

To participate in Senior Heavy, the driver must weigh without any extra weights at least 82 kg with driving gear. All Senior regulations are applied to Senior Heavy except weight limit.

## 2.2 Age of Participants

A driver can participate in a category in the beginning of the year when the minimum age requirement will be met. The upper age limit means that the limit is the year when the driver will be that old. The overlapping age ranges give drivers an option to choose the best category based on driver's size and skill level.

## 2.3 Licenses

All license regulations are as in the ASN's karting rule book. Minimum is Grade E license.

## 2.4 Registration, payments and cancellations

Registration to the events takes place at [www.racekernel.com](http://www.racekernel.com) website. The organizer has a right to approve or reject right to participate. The participation fee can be paid in advance by bank transfer to the series organizer. If pre-payment is not possible, then paying at track is possible by cash or bank or credit card.

The entry fee for the event is 140 euros.

To guarantee practice tires from the same production batch as the race tires, the practice tires must be pre-ordered and paid in advance. Otherwise the tire importer or distributor can't guarantee the availability of practice tires.

If a driver cancels participation, one must inform the organizer in written form with a good reason as early as possible before late registration ends or the entry fee must be paid in full. A good reason is not to participate in another kart, car or motorsport event.

## 2.5 Timing System

Each driver must have a personal transponder of which number must be given in registration. The organizer has a limited amount of transponder for rent. The renting fee is 50 euros per weekend. The driver is responsible for the reliable attachment of the transponder and for the charging level during the event. When a rental transponder is broken when returned a fixing fee is charged. The fixing fee is 350 euros for a yellow and 550 euros for a red transponder. If a driver's transponder is not functioning properly, they will be shown a technical flag. This is also the procedure in practice and warm-up sessions where a warning flag is automatically given to the whole event if a flag signal is not followed.

## 3 Race Event

### 3.1 Race Day Procedure

The official event is only one day on Sunday. Protest time is 15 minutes after each session.

#### 3.1.1 Practice / Warm-up

Duration 13 minutes. If there are more drivers than the capacity of the track, the groups will be randomized by a computer and they are the same in both practices and qualifying.

### 3.1.2 Qualifying

Duration 8 minutes. If there are more drivers than the capacity of the track, the groups will be randomized by a computer and they are the same in both practices and qualifying. If the best lap time is the same, the next best time counts and so on. If all the lap times are the same, the number of laps counts and after that the order will be randomized. No front fairing penalties are given in qualifying.

### 3.1.3 Qualifying Heats

If there are more drivers than the capacity of the track, the qualifying heats will be organized with ABC method or with more groups if needed. The qualifying defines the starting order to all qualifying heats. The drivers collect points from qualifying heats as follows: winner 0 points, second 2 points, third 3 points and so on in a way that each position is worth one point. If a driver doesn't start in a qualifying heat, points equaling the number of drivers +2 will be received.

### 3.1.4 Finals

In the intermediate results drivers are ordered in descending order by the points collected from all qualifying heats. If the amounts of points are equal, the qualifying position counts. The best drivers defined by the capacity of the track will qualify for the final. The drivers who don't qualify for the final, get points for the series based on their intermediate result position.

### 3.1.5 Combining Sessions

If it's required for a smooth process of the event, the organizer has a right to combine two or more categories to one session where drivers can race with different licenses. The size of the categories makes no difference as long as the combined sessions don't cause a risk with class related speed differences.

## 3.2 Starting Grid

Drivers and karts must be at the starting grid minimum five minutes before the start but there's no gate rule. The gate will be closed when the start takes place because of safety, so a driver who's late can't access the starting grid and must start only after given permission to start after the others. Arriving at least 10 minutes before the start is recommended because none of the drivers will be waited before the start, no matter about weather conditions. At the starting grid only fixing the front bumper and lowering tire pressures are allowed. Other actions require permission from the starting grid officer. Driver can receive outside help to start the engine and several persons can help a driver. A driver is counted as started by being present at the starting grid at the time of start.

## 3.3 Starting Procedure

In all race sessions there's a warm-up lap and a formation lap unless something else is told in the drivers' briefing. Re-taking a lost position is possible until the red line of the formation lap. If the start doesn't take place, it's again possible until the red line. Otherwise all overtaking and blocking is not allowed and can lead to sanctions.

X30 Cadet / X30 Junior / X30 Senior / X30 Master: The polesitter called master is responsible for collecting the karts to a double queue and must proceed with a constant and proper speed defined by the starting marshal from the location stated in the drivers' briefing. The start is a rolling start and accelerating is allowed only after the start signal. The karts must be in the corridor marked between the white lines on the start/finish straight. If the kart is outside of the corridor completely before the start, the time penalty is 5 seconds. If it's only partially misplaced, the penalty is 3 seconds.

Penalty for a false start is 10 seconds. All time penalties will be added to the total time of the driver getting the penalty.

### 3.4 Quarantine Area / Parc Fermé

The race ends with a chequered flag when also starts the area where parc fermé regulations apply. Each driver must directly proceed to the quarantine area by following the track. All driving standards regulations apply until all karts have stopped at the quarantine area. From the moment of passing the chequered flag, each driver and mechanic, before released, must follow all the quarantine area regulations and the kart or equipment can't be modified in any way without a permission from the main scrutineer. The gate of the quarantine area is opened maximum 10 minutes after the session has ended.

Getting up from the kart is only allowed when the organizers give permission or the driver receives an automatic 5 second penalty. If the driver at any time during the session or in the under parc fermé regulations tries to put the front bumper back, is the result exclusion from the event because of unsportsmanship.

### 3.5 Prize Giving

All drivers getting a prize must wear a driving suit in the prize giving ceremony. The suit must be completely on and the zipper closed. Top 3 drivers must also have their helmet on the podium if it's reasonably possible. The awarded drivers must be ready for an interview by the commentator or media for a TV, web or other broadcast.

## 4 Technical Regulations

CIK-FIA and ASN karting regulations apply for the chassis with the exceptions mentioned in these regulations. The size of fuel tank is free. The driver is responsible for having enough fuel for fuel tests.

Each driver can have one (1) chassis and two (2) engines, except Mini category where the organizer delivers one engine. If the chassis gets broken, changing permission can be given by the main scrutineer but the problem must noticed at parc fermé area right after the session. The engines must be present in the scrutineering. Engines can be shared between drivers. If the shared engine is against the regulations in checking, all drivers who have used the engine will get the same penalty. During the weekend each driver can use maximum two different engines. Each driver is responsible for marking the engine and seal numbers to the registration system and to the scrutineering before using the engines. Each driver or team seals the engines by themselves, so there's no queuing. The scrutineering can check the sealing at any time and assists if required. Opening the seal during a race day is only allowed by the permission of the main scrutineer. One seal is included in the entry fee and extra seals can be bought from the organizer for 10 euros. Using the seal requires changing two nuts from the cylinder head and they are sold by the IAME importer.

### 4.1 Minimum Weights

X30 Cadet	134 kg
X30 Junior	145 kg
X30 Senior	160 kg
X30 Senior Heavy	172 kg
X30 Master	172 kg

### 4.2 Chassis

CIK-FIA and ASN regulations for chassis are followed but non-homologated and old homologation chassis are allowed. The final decision of their suitability is made by the main scrutineer. All modifications not specifically allowed, are forbidden. Using non-homologated parts in a homologated chassis is forbidden by default unless otherwise stated. In short:

- Closed chain protector is mandatory
- Chassis protectors are allowed
- All kinds of front brakes are prohibited (except in Open Shifter and Super Shifter where foot operated front brake is mandatory)
- Only round chassis tube is allowed
- Non-homologated chassis must follow ASN karting rule book regulations
- The chassis tube must be magnetic material

## 4.3 Combination Materials

Combination materials (carbon fibre etc.) are prohibited except in seat, floor tray and chain protector.

## 4.4 Side, Rear and Front Bumpers and Numbers

Bumpers by the current CIK-FIA regulations or CIK-FIA regulation which ended in 2011. Rear bumper as in CIK regulations is mandatory and so called dropping front bumper (CIK-FIA 2017) is mandatory. The numbers are black on yellow base.

## 4.5 Engine and Accessories

**X30 Cadet / X30 Junior / X30 Senior / X30 Master:** IAME X30 engine as in the homologation sheet with the exceptions in these regulations. The carburettor is Tillotson HW 27A as in the homologation sheet. The intake silencer can be 2018 or 2019 model, ie. so called old or new model.

All modifications and using parts that don't belong to the original engine package that aren't specifically allowed, are forbidden.

### 4.5.1 Cylinder and Cylinder Head

Honing of cylinders is allowed. Cylinder gaskets must be like original with material and shape. No gasket is allowed under the cylinder head. The cylinder head must be strictly original. Only repairing the thread with M14 x 1,25 helicoil is allowed with equal length of the original. The body of a spark plug must not enter the combustion chamber from the dome of the cylinder head.

Engine numbers before M3521/B3059 can be equipped with IAME marked cylinders. The engines with number M3521/B3059 or after can't be equipped with non-marked cylinders.

**X30 Cadet / X30 Junior / X30 Senior / X30 Master:** Thickness of the cylinder gasket is free. The number of cylinder gaskets is free.

### 4.5.2 Bearings

Plastic and steel cages are allowed. Non-straight and modified ball bearing are forbidden. Only steel balls and rings are allowed. Ceramic materials are forbidden.

**X30 Junior / X30 Senior / X30 Master:** Only strictly original main ball bearings (6206 TN9/C4) and roller bearings of balance shaft (6202, C3 or C4 ja 6005, C3 or C4) are allowed.

### 4.5.3 Reed Pads

Only fiberglass or carbon fiber reed pads are allowed with original IAME markings. Minimum thickness is 0,24 mm. Using fiberglass and carbon fiber pads at the same time is prohibited. All used reed pads must be similar to each other.

## 4.5.4 Clutch

**X30 Cadet / X30 Junior / X30 Senior / X30 Master:** The centrifugal clutch must attach at max 4000 rpm when the driver is sitting in the kart in race conditions. The clutch must be fully released in 6000 rpm in all conditions and this can be checked with proper equipment. Each driver is responsible for the clutch wear, its function and cleaning. The clutch operation can be checked at any stage of the competition.

## 4.5.5 Ignition

**X30 Junior / X30 Senior / X30 Master:** Only ignition coil model "C" (16000 rpm) is allowed and it must be attached to the chassis or to the engine in the new Digital S electric system.

**X30 Cadet:** Only ignition coil model "F" (14000 rpm) is allowed and it must be attached to the chassis or to the engine in the new Digital S electric system.

All margins in ignition coils are mandatory and they must be clearly visible without unmounting the CDI unit. Covering it with tape or other material is forbidden. Any changes to the attachment of stator, key or gaps in crankshaft are forbidden. If the battery is used, it must be fixed in the chassis and the electric system of the engine.

## 4.5.6 Spark Plug

Only the original gasket of the spark plug must be used when spark plug is tightened. The insulation must not exceed the body of the spark plug and the maximum length of the body is 18,5 mm (CIK regulations / appendix 7). Only the original spark plug cover is allowed in IAME categories (IAME part number 10544).

**X30 Cadet / X30 Junior / X30 Senior / X30 Master:** Only the following NGK spark plugs, completely original without any modifications, are allowed: B9EG - B10EG - BR9EG - BR10EG – BR9EIX - BR10EIX - R6254E-105.

## 4.5.7 Exhaust System and Intake Silencer

**X30 Cadet / X30 Junior / X30 Senior / X30 Master:** An original exhaust as in the homologation sheet. IAME extra silencer is mandatory. All parts must be fitted tightly. In Junior using the new exhaust is mandatory with a restrictor of 22,7 mm. In Cadet exhaust curve has its own homologation sheet (23 mm restrictor) and only the old exhaust is allowed. In Senior and Master categories both new and old models of exhaust are allowed.

## 4.5.8 Cooling System

The number of radiator supports is not limited. Only original IAME thermostate is allowed but using it is optional. Only water is allowed as coolant without any extra additives. Covering the radiator is allowed with both mechanically and tape but nothing can be removed while driving. The manufacturer of water hoses, water pump and water pump straps is free.

**X30 Cadet / X30 Junior / X30 Senior / X30 Master:** The radiator must be an original IAME X30 radiator (big or small). Attention! The big radiators must be ordered beforehand from the importer.

## 4.5.9 Inspections

At any point in the event the scrutineers have a right to replace any part or even a whole engine. Ignition coils can be swapped from one driver to another. The homologation sheets are the primary comparison option but the parts can always be compared also with new parts. In exceptional circumstances an engine or its parts can be sealed and sent for the final inspection to IAME factory for the final decision.

## 4.6 Tires

### **X30 Cadet / X30 Junior / X30 Senior / X30 Master:**

One (1) set of slicks and one (1) set of rain tires are allowed to be used during an event. If extreme circumstances require, the race director can allow more wet weather tires.

Slicks tire: Komet	Rain tire: Komet
Type: K1H	Type: K1W
Front: 10.0 x 4.5 – 5	Front: 10.0 x 4.2 – 5
Rear: 11.0 x 7.1 – 5	Rear: 11.0 x 6.0 – 5

The tires used in races are marked with barcodes. The tires are marked for each driver when they are distributed. The organizer delivers the race tires to competitors. The tires must be paid beforehand to the organizer.

Modifying or removing tire barcodes is prohibited. If a barcode is damaged, the scrutineers can mark a tire with another way only if the damage is noticed after an accident in the parc fermé area. Otherwise the condition of the tires is the responsibility of the driver. With a tire which can't be read and/or it's not in the system, can't be participated in the race. An exception are the wet tires which are read after they've been used. Drivers can get their rain tires from the tire importer or any dealer and they can be used. The barcodes must be readable. If the tires are measured in any way, they must be similar to new tires. The final acceptance is made by the main scrutineer.

If a tire is damaged clearly in a session and it's noticed in parc fermé area, the main scrutineer can give a permission to replace the damaged tire.

All kind of modifications to the tires are prohibited. The rotation of rain tires must be as marked to the tire.

## 4.7 Fuel and Oil

The mandatory fuel station is Cirle K Aravete at Märjandi küla, Ambla vald, Järvamaa, 73513, Estonia. The only allowed lubricant is Wladoil K2T in all categories. Using any additives to the fuel is prohibited and the fuel must not differ from the reference fuel from the same station.

The organizer has a right to replace fuel at any part of the race and it's replaced with 5% mixture. The organizer has also right to control all fuel cans in the paddock area.

## 5 Engine Claiming Rule in X30 Categories

### 5.1 Tendering Process and Right to Claim an Engine

Each accepted driver or their guardians, if the driver is younger than 18 years of age, have a right to make a tender offer. Each X30 engine registered to the event can be bought by another X30 competitor. The tender is always only for engines used in finals on Sunday. The processing fee for the tender is 50 euros paid to the organizer. The tendering process can't be complained to federation and possible arguments are handled by the civil law.

## 5.2 Tendering Time

Tenders can be left after the start of qualifying heats. Tendering time ends at the time of chequered flag in each final on Sunday. Tenders are left in written form in the race office or other place that the organizer has informed.

## 5.3 Details of the Tendering Process

The tender target is always one engine of a driver selected by race number and class. If there are several tenders for the same engine, there's a lottery by the organizer between tenders. The tenders are always processed before opening parc fermé area after the final of Sunday.

## 5.4 Sold Engine and Price

Each competitors must sell their X30 engine (only engine with clutch and carburetor without extra accessories such as coil, exhaust curve, exhaust or temperature sensor). The price for an engine is 2500 euros and it's paid to the organizer. The organizer delivers a new engine to the driver whose engine was sold. The sold engines are checked by the scrutineering and they're given in parc fermé area. If the engine doesn't comply with the technical regulations, the tenderer can choose if he/she accepts the engine or not.

## 5.5 Right to Limit the Number of Tenders

The organizer can limit the number of possible sold engines (e.g. because of limited number of available new engines). The limit is always told before the finals on Sunday. If there are more tender targets the processing fees are returned to the tenderers starting from the latest until there are equal number of new engines than the number of tendered engines.

## 6 Prizes

The competitors are rewarded with trophies and other prizes. Other prizes can be drawn between the participants. At least three (3) are rewarded in each final.

## 7 Sanctions and Penalties

### 7.1 Underweight

In the race, drivers aren't disqualified because of being underweight. It causes position penalties as follows:

50-300 grams	5 positions
301-1000 grams	10 positions
1001-2000 grams	15 positions
yli 2000 grams	will be placed last

If the scale used has a resolution of 0,5 kg, the sanction are follows:

0,5 kg	5 positions
1,0 kg	10 positions
1,5 kg	15 positions
2,0 kg or over	Will be placed last

## 7.2 Other Regulation Breakings

Other breakings of regulations are sanctioned as in the national rule book and karting regulations.

## 8 Advertising in the Karts

As stated in the rule book and karting regulations. The series promoted or the organizer can require using some stickers.

## 9 Responsibilities of the Participant

### 9.1 Antidoping ja Alcohol

By participating in the event each driver commits to comply CIK antidoping regulations.

Alcohol limit is 0,00 per mil in the track area. It's controlled by an alcometer approved either by the police or the federation. Rejecting blowing test prevents participation to the event. The blowing test is done by a party the organizer chooses. Use of alcohol is banned for drivers and for others it's not allowed publicly outside of specific alcohol selling areas or other suitable areas.

Drivers and their team members are under obligation to participate in all inspection ordered by the race director or the federation. Taking part in an event under influence of alcohol, drugs or doping is a punishable act.

### 9.2 Code of Conduct

The event is organized as professionally as possible and each participant is expected to behave according to general manners through the whole event. All drivers and their entrants are responsible for their own actions, but also for their mechanics and team members. Everyone is expected to behave in a sportive, representatively, morally and ethically correctly towards organizers, participants, spectators and all other people.

All participants and their stakeholders must respect the track area, buildings and environment in a proper way by behaving responsibly and as adults do – regarding also language. No kind of discrimination is acceptable based on, for example, age, sex, race, religion or disability.

Each participant and their stakeholders commit themselves not to publish any kind of slander or disrespectful comments or news in social media regarding the event, its organizers, other participants or spectators. Code of conduct is especially highlighted when video production is involved, such as in price giving and interviews.

### 9.3 Betting

None of the competitors can make a bet directly or indirectly about their own race. You're a competitor in an event if you register and haven't cancelled your participation by the written instructions.

## 10 More information

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