


IAME  **2017**
INTERNATIONAL OPEN

IAME  **2017**
INTERNATIONAL FINAL

**X30 CHALLENGE INTERNATIONAL
TECHNICAL REGULATIONS 2017**

**PART 1
GENERAL PRESCRIPTIONS**

X30 CHALLENGE INTERNATIONAL - TECHNICAL REGULATIONS 2017 PART 1: GENERAL PRESCRIPTIONS

The CIK-FIA Technical regulation applies for the "X30 CHALLENGE INTERNATIONAL". The English language is the authentic version. The Organizer of the series "Victory Concept" 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 registration form.

ARTICLE 1. CLASSIFICATION AND DEFINITION

1.1 Classification: Article 1.1 of the CIK-FIA Technical Regulations.

1.2 Definition: Article 1.2 of the CIK-FIA Technical Regulations.

ARTICLE 2. GENERAL PRESCRIPTION

2.1 General: Article 2.1 of the CIK-FIA Technical Regulations

ARTICLE 3. KART AND EQUIPMENT SAFETY

3.1 Kart Safety: Article 3.1 of the CIK-FIA Technical Regulations

3.2 Equipment Safety: Article 3.2 of the CIK-FIA Technical Regulations

ARTICLE 4. GENERAL PRESCRIPTION FOR GROUP 2 KARTS

4.1 Chassis: Article 5.1 of the CIK-FIA Technical Regulations

ARTICLE 5. ORGANISER'S SUPPLEMENTARY PROVISIONS

5.1 Scrutineering

A mandatory check will be carried out before the start. 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, each competitor shall be able to submit the relative homologation forms to identify the homologated equipment.

5.2 Chassis Homologation

Chassis must have a valid 2006 or newer CIK-Homologation. Front brakes are not allowed in X30 Junior and X30 Senior. Chassis for the X30 Super Shifter class must have a CIK-FIA homologation for KZ class. Rear shafts with CIK-FIA identification sticker specific to each manufacturer (as per CIK-FIA Technical Regulations - Appendix No. 10) and manufacturer's logo stamped or engraved on the outside, are not mandatory.

5.2.1 The use of the front fairing retaining system CIK / FIA 2015-2020, as per CIK drawings N. 2c and 2d, is mandatory in X30 Junior, X30 Senior, X30 Master and X30 Super. 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.

5.3 Amount of Equipment (Chassis)

Each driver is allowed with one (1) chassis only. However if a damage occurs to the chassis previously scrutinized for the meeting, if in the opinion of the Scrutineers it is not practical to repair in time, one alternative chassis of the same make and model as the damaged chassis may be scrutinized, in order to continue the meeting.

5.4 Amount of Equipment (Engines)

Each driver is allowed to submit to Scrutineering and use only two (2) engines of the same type per event.

5.5 Fuel & Oil

- a) Fuel will be non "Parc Ferme" status.
- b) 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 gas station to purchase the petrol from and the octane ratio, will be stated in the Supplementary Regulations of the event. It is mandatory to employ only the indicated fuel in all official sessions.
- c) 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 forbid the use of specific power-boosting chemical compounds.
- d) At any time the volume of fuel in the tank must be over or equal to 1.5 litres.
- e) The petrol must be unleaded available from the fuel pump designated by the Organizer.
- f) The oil mixture ratio shall be 4%/6%.
- g) It is forbidden to add any liquid and/or power-boosting chemicals in the petrol.

The Scrutineer/Organization, following a decision of the Stewards, has the right to change/replace any Entrant's / Drivers petrol at his/hers discretion and at any time.

Case 1 - Should this be the case, the Entrant / Drivers will be asked to enter servicing park without petrol in his/hers petrol tank, here the fuel will be added, at no cost for the driver.

Case 2 - Petrol will be changed without warning, at no cost for the driver. 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:

- 1) Digatron DT- 47 Fuel Meter Test.
- 2) Specific Gravity Test
- 3) Water Solubility Test

5.6 Lubricant

The official oil for the X30 CHALLENGE INTERNATIONAL is the CIK-Homologated Wladoil K-2T and it is compulsory to be used; no other oil is allowed.

5.7 Tyres

5.7.1 Slick Tyres X30 Junior/X30 Senior/X30 Master

KOMET Racing Tyres - mod.: K1H

Front: 10 x 4,60-5

Rear: 11 x 7,10-5

4 front and 4 rear tyres starting from the Qualifying Practice

5.7.2 Slick Tyres X30 Super & X30 Super Shifter

KOMET Racing Tyres - mod.: K1M

Front: 10 x 4,60-5

Rear: 11 x 7,10-5

4 front and 4 rear tyres starting from the Qualifying Practice

5.7.3 Wet Tyres for all categories

KOMET Racing Tyres - mod.: K1W

Front: 10 x 4,20-5

Rear: 11 x 6,00-5

4 front and 4 rear tyres starting from the Qualifying Practice

5.7.4 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.

The measuring device MiniRAE Lite of the company «RAE Systems Inc. (USA)» will be used in Qualifying Practice, Qualifying Heats, Second Chance Heat and final phase to check that the tyres are in conformity with the regulations.

The VOC measurement of the tyres may not exceed the maximum ppm limiting value under any circumstances.

Note: pollution of the tyres, e.g. by chain spray, must be avoided since this can result in the limiting value being exceeded.

Should the check at the "Start" Servicing Park establish that one or more tyres 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 tyres 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.

5.8 Racing Numbers and Drivers ID on Karts

Article 2.24 CIK-FIA Technical Regulations

5.8.1 The numbers shall be black on a clear yellow background and shall be at least 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 whole race event (damaged numbers and I.D must be replaced 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).

5.8.2 Driver's name as well as the flag of his nationality (Origin of Licence) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm.

5.9 Scrutineering

A mandatory check will be carried out before the start of 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.

5.10 Exchange of equipment

The exchange of registered equipment among Drivers is not allowed.

5.11 Minimum weight

5.11.1 X30 Junior: 145Kg

5.11.2 X30 Senior: 158 Kg

5.11.3 X30 Master: 170 Kg

5.11.4 X30 Super: 165 Kg

5.11.5 X30 Super Shifter: 183 Kg

ARTICLE 6. ENGINES GENERAL

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

6.2 Category X30 Senior: IAME - X30 125cc RL TaG - (125cc-centrifugal dry clutch drive-water cooled-TaG)

6.3 Category X30 Master: IAME - X30 125cc RL TaG (125cc-centrifugal dry clutch drive-water cooled-TaG)

6.4 Category X30 Super: IAME - X30 Super 175cc RL TaG (175cc-centrifugal dry clutch-water cooled-TaG)

6.5 Category X30 Super Shifter: IAME - X30 Super Shifter 175cc RL TaG (175cc-6 speed gearbox-water cooled-TaG)

ARTICLE 7. APPENDIXES

The following appendixes are integral part of the regulations.

APPENDIX 1: homologation form n. 254R - IAME X30 125cc RL – TaG

APPENDIX 1A: additional page alternative exhaust header X30/X30J

APPENDIX 2: homologation form n. 254R - Restriction IAME X30 Junior

APPENDIX 3: homologation form n. 293E - Carburateur Tryton Hobby 27-C

APPENDIX 4: exhaust silencer – X30 Junior – X30 Senior – X30 Master

APPENDIX 5: homologation form n. 359A - IAME X30 Super 175cc RL – TaG

APPENDIX 6: homologation form n. 360 - Carburateur Tillotson HB-10A (Ø34mm)

APPENDIX 7: homologation form n. 343C - IAME X30 Super Shifter 175cc RL - TaG

APPENDIX 8: tyres regulations Event 1

APPENDIX 9: tyres regulations Event 2

APPENDIX 10: official petrol station Event 1

APPENDIX 11: official petrol station Event 2

All technical regulations, technical forms and appendixes are available on: www.x30world.com