



**MOTORSPORT IRELAND (MI)  
KARTING NATIONAL CHAMPIONSHIP  
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# MOTORSPORT IRELAND (MI) KARTING NATIONAL CHAMPIONSHIP SPORTING REGULATIONS

## GENERAL INFORMATION

Kart Racing is governed by the FIA/CIK Internationally and Nationally by Motorsport Ireland (MI). The Motorsport Council of MI appoints the MI Karting Commission who administers the rules.

The MI Karting Commission shall:

- Effect the regulations for Kart Racing in Ireland
- Register drivers
- Administer the MI Championships.

The MI Yearbook and the FIA/CIK Yearbook of Karting will be used to administer Kart Racing. In case of conflict within these rules and regulations the following order will take precedence:

1. Motorsport Ireland Technical Regulations (App. 70)
2. Technical fiche found on [www.mikarting.org](http://www.mikarting.org)
3. Motorsport Ireland National Karting Championship Sporting Regulations (App. 70)
4. CIK/FIA regulations

## GENERAL UNDERTAKINGS

All Drivers, Entrants, Mechanics and Officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA International Sporting Code (ISC), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations (the Technical Regulations), the General Prescriptions applicable to the CIK-FIA Karting international Competitions and Championships, Cups and Trophies (the General Prescriptions) the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

## ORGANISATION

The Series and its events shall be run in accordance with the FIA International Sporting Code and its appendices, the FIA and CIK-FIA official Bulletins, the CIK-FIA Technical Regulations, the General Prescriptions applicable to CIK-FIA International Karting Events Article 3 International Karting Regulations and International Karting Licenses for Drivers & Code of Driving Conduct the Series Technical Regulations and these Sporting Regulations and the Supplementary Regulations.

## 1. INFORMATION SPECIFIC TO THE SERIES

### 1.1 Organisation Office

Motorsport Ireland, 34 Dawson Street, Dublin 2  
Visit [www.mikarting.eu](http://www.mikarting.eu) for competition info and [www.motorsportireland.com](http://www.motorsportireland.com) for ASN information.

### 1.2 Registration Secretary

Eoin Buckley, [coibn555@hotmail.com](mailto:coibn555@hotmail.com)

### 1.3 Registration For Championship

Registration must be completed on the Rotax Event Management System. The link will be on [www.mikarting.eu](http://www.mikarting.eu) and the registration fee is €50. There are NO guest entries, all drivers must be fully paid up registrations. Upon successful registration you will receive an edit code. It is important to keep this code for entering future events & accessing new features on the rotax global app.

### 1.4 Event Dates And Circuits

All circuits must be licensed to hold an MI Kart event. For more details see [www.mikarting.eu](http://www.mikarting.eu)

### 1.5 Entries

All entries must be completed on the Rotax Event Management System. This can only be done after successful registration.

### 1.6 Entry Secretary

Sinead Carey, [mikartingsec@gmail.com](mailto:mikartingsec@gmail.com).

### 1.7 License requirements

Drivers entering an event must be holders of a Motorsport Ireland Kart license OR a license issued by another ASN affiliated to the FIA of the correct grade for the class entered.

## 2. CLASSES

2.1 National Championship Classes are as follows: IAME CADET, IAME X30 JUNIORS, IAME X30 SENIOR, IAME X30 MASTER

2.2 Clubman Classes are as follows: BAMBINO, ROTAX MAX SENIOR, TILLOTSON T4 JUNIOR, TILLOTSON T4 SENIOR, FORMULA 125 OPEN, FORMULA 125 SUPERKART, FORMULA 250 SUPERKART.

### 3. PRIZES AND AWARDS FOR NATIONAL CHAMPIONSHIP ROUNDS

**3.1** Trophies will be awarded in all classes for the first 3 finishing drivers in the main final in each event. (First 5 in IAME Cadet)

**3.2** Trophies will be awarded in all classes for the first 5 drivers in the Final Championship Standings

#### 3.3 IAME Cadet Rookie

To qualify as a Rookie you must have competed in no more than 5 MI, Motorsport UK or CIK events in any cadet class. The award will be presented to the highest placed rookie driver at each event and to the highest placed rookie driver in the final IAME X30 Cadet championship standing.

#### 3.4 IAME X30 Junior Rookie

To qualify as a Rookie you must have competed in no more than 5 MI, Motorsport UK or CIK events in any Junior class (including mini max and mini X30). The award will be presented to the highest placed rookie driver at each event and to the highest placed rookie driver in the final IAME X30 Junior championship standings.

#### 3.5 IAME X30 Masters

To qualify as a Master you must reach your 30th birthday in the current calendar year. The award will be presented to the highest placed Master driver in the final IAME X30 Senior championship standings.

#### 3.6 National Senior Champion

For the purpose of declaring a National Champion IAME X30 Senior is the premier senior class.

#### 3.7 National Junior Champion

For the purpose of declaring a National Junior Champion IAME X30 Junior is the premier Junior class.

### 4. NATIONAL CHAMPIONSHIP STRUCTURE AND POINTS

**4.1** This structure will be used at all National Championship rounds. Clubman or Plate races may differ.

**4.2** See [www.mikarting.eu](http://www.mikarting.eu) for dates and locations of championship rounds.

**4.3** Each round will consist of, 3 lap warm up/ practise, 2 Heats, 1 Pre-Final and 1 Final.

**4.4** Drivers must complete a minimum of 3 laps in the warm up/practise. If you miss

this practise you must report immediately to the COC. Any driver failing to report to the COC will be excluded from racing.

**4.5** Race Distance in Heats: Approximately: Cadets 8km, Juniors 10 km, Seniors 12 km.

Race Distance in Pre-Final: Approximately: Cadets 10km, Juniors 12 km, Seniors 14 km. Race Distance in Final: Approximately: Cadets 12km, Juniors 14 km, Seniors 16 km,

**4.6** Starting positions for the first heat will be generated by random ballot and the second heat will be a reverse of this grid.

**4.7** The classification of both heats will be counted in points as follows: 1st Place = 0 points, 2nd Place = 2 points, 3rd Place = 3 points, 4th Place = 4 points, 5th Place = 5 points, continuing to 36th Place = 36 points. The sole purpose of the points is to generate the starting grid for the prefinal.

**4.8** If a Driver is not classified as a finisher they will receive the number of points equal to the total number of participants in that heat, if a driver does not take the start in a Heat, they will receive the number of points equal to the total numbers of participants in that heat plus 1. If a Driver has been black-flagged or excluded, he/she will receive a number of points equal to the number of participants plus 5.

**4.9** The points from the two heats are added together and the driver with the lowest number of points after the two heats will start the pre-final from pole position and so on. A tie will be decided in favour of fastest lap in heat 1.

**4.10** 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.

**4.11** 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 finisher.

**4.12** Points for Final will be as follows: 1st - 55 Points, 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 finisher.

**4.13** To be classified as a finisher, a Kart must cross the finish line with the driver seated correctly in their kart, within two minutes of the winner and have completed not less than 50% of the race distance.

**4.14** Each driver can drop their worst score in a pre-final and a final except in the case of 4.16.



**4.15** In the event of a round being cancelled or abandoned the counting rounds will be reduced by one for each round affected however if 4 rounds or less are run, ALL pre-finals and finals will count.

**4.16** Should a driver have any zero scores by reason of exclusion/disqualification from a final or pre-final, such zeros will be adjudged to be counting scores for the championship. Should a driver be excluded from a meeting, a zero from that pre-final and final will be deemed to be counting scores for the championship.

**4.17** 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 Main Finals 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 place in a main final, or if no 1st then 2nds etc.

**4.18** For points to be awarded for the race there must be a minimum of 5 starters this applies to pre final and final.

**4.19** To constitute a national championship there has to be a minimum of three rounds run.

## **5. CLUBMAN CHAMPIONSHIP**

**5.1** The following Clubman classes will run alongside the National Championship.

- ROTAX MAX Senior
- Tillotson T4 Senior

**5.2** Senior ROTAX MAX will compete in all rounds

**5.3** Tillotson T4 Senior will compete in all rounds

**5.4** Deleted.

**5.5** Each round will consist of, 3 lap warm up/ practise, 2 Heats, and 1 Final

**5.6** Grid positions for the final will be decided over the two heats in the same way as the prefinal is decided for the National Championship

**5.7** All other rules from the National Championship will apply

## **6. TYRES**

### **6.1 Running in of Wet Tyres**

Running in of wet tyres on a dry track is prohibited. Wet tyres may only be used if Clerk of the Course (COC) has declared Wet Race / Practice. The choice of tyres in a declared wet race will be the decision of the Driver. CIK-FIA Article 2.14.S of the General Prescriptions.

### **6.2 Warm Up / 3-Lap Practice**

Unless it is declared Wet, you must use your race tyres.

**6.3** Damaged tyres may be replaced at the discretion of the scrutineer. The damaged tyre must be reported to the scrutineer prior to exiting parc ferme & the damaged tyre must remain in the possession of the scrutineer.

**6.4** Refer to class technical regulations for the number of tyres allowed for your class.

## **7. PETROL / OIL**

**7.1** It will be each competitor's responsibility to purchase their petrol for racing from the designated fuel station at each round. This is the only fuel that can be used. Fuel samples may be taken for further analysis at the discretion of the scrutineer to confirm fuel is as per regulation 7.2 & 7.3 hereunder.

**7.2** The designated fuel station will be specified in the Supplementary Regulations for each event.

**7.3** The petrol pump to be used will be marked with a MI Karting sticker.

**7.4** The Scrutineer has the right to change and/ or replace any driver's petrol at their discretion, at any time.

Case 1 - Should this be the case the Drivers will be asked to enter servicing park without petrol in their petrol tank, where the fuel will be added, at the cost of 3€ litre for the Driver/ Entrant. The added petrol will be the petrol as stated in the supplementary regulations of the event.

Case 2 - Petrol will be changed without warning, at the cost of €3 per litre for the Entrant / Driver.

**7.5** Refer to technical regulations for information on the oil that must be used.

## **8. CAMERAS, DRONES**

**8.1** Private cameras are NOT allowed on any part of karts from first Non-Qualifying practice to the end of the race event.

**8.2** No cameras are allowed on any part of the helmet, or body at any time.



8.3 The use of drones is NOT allowed at any part of the race venue.

## 9. TRANSPONDER

9.1 Each Entrant / Driver has to provide their own transponder to the following specification:

9.2 Manufacturer: MyLaps / AMB.

9.3 Permitted Transponder Models: AMB TranX 160 Yellow, MyLaps TranX 160 Yellow, AMB TranX 260 Red, MyLaps TranX 260 Red, MyLaps Kart Flex Yellow, MyLaps Car/Bike Flex Red, MyLaps X2 Kart, MyLaps X2 Car/Bike, MyLaps TR2 Yellow Kart, MyLaps TR2 Red Car/Bike.

9.4 Transponders can be rented from [www.timing.ie](http://www.timing.ie) on events and must be pre-booked via their website.

9.5 Transponders can also be ordered from [www.mylaps.com](http://www.mylaps.com) click on "shop"

9.6 For Warm up and for all race activities the transponder is mandatory and has to be fixed on the lower part of the back of the kart seat. It is the Entrant / Drivers responsibility to ensure the transponder is fully functional and battery charged at all times.

9.7 If you are in any doubt about the operation of your transponder, please visit the Timekeepers at the circuit who will be able to facilitate a pre-session test of your transponder to check that it is registering with their system.

## 10. SIGNING-ON AND SCRUTINY

10.1 Competitors must report for signing on and Scrutineering at the time specified in the supplementary Regulations.

10.2 Any competitor not reporting as instructed will be fined 100 euro by COC.

10.3 Drivers must present the following at signing-on:

- Valid kart race license of the appropriate grade
- Valid entrants license for drivers under 16 years.
- Motorsport Ireland Kart registration card

10.4 Karts must be presented for scrutiny as detailed in technical regulations appendix 70.2

10.5 Only components presented and scanned at scrutiny can be used on race day. Use of unregistered components will result in exclusion from that race or heat.

## 11. NUMBERS AND ID ON KARTS

11.1 Refer to technical regulations for details on number sizing and class colours

11.2 Driver is responsible at all times for ensuring that the required numbers are clearly visible to Officials, Timekeepers and Marshals.

11.3 Competitors not complying with article 11.1 and 11.2 may be refused entry to Qualifying Heats, Pre-Final or Final Race.

11.4 Numbers 1-9 in each class are reserved for drivers finishing in that position in the National Championship in the previous season.

11.5 Mreserve the right to nominate the following special numbers "O" "IRL" and "C". "IGP" may be used by the winner of the Irish Grand Prix.

11.6 At driver registration, the EVA system will automatically assign a race number.

Numbers will be as follows:

Bambino	100-199
Cadet	200-299
X30 Junior	300-399
X30 Senior	400-499
Rotax	500-599
T4 mini	600-699
T4Junior	700-799
T4 Senior	800-899

All number plates will be yellow with letters in Black, except for novice black plates.

## 12. OFFICIALS

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

- 1: Clerks Of TheCourse
- 2: Deputy Clerks Of The Course
- 3: MI Stewards
- 4: Race Control / Timing

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

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

12.4 No official shall commence their duties before signing onand completing any mandatory documentation ordeclaration forms.



### 13. NOVICE DRIVERS ALL CLASSES

**13.1** A driver is classed as a novice if it is their first MI/ Motorsport UK/CIK Permitted event.

**13.2** A driver will remain a novice until they obtain 5 final finishes at MI/Motorsport UK/CIK events. A T4 driver will remain a novice in the T4 categories until they obtain 5 finishes in any T4 categories events run in association with Motorsport Ireland. This is T4 class specific.

**13.3** Once 5 finishes are reached the driver **MUST** contact the registrar to change their status from Novice.

**13.4** A novice driver must start **ALL** heats from the back of the grid but can take their correct position for the prefinal and final. They must use black plates with white numbers.

**13.5** 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.

**13.6** 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 only for those drivers who are not eligible for an award.

### 14. UPGRADING CLASSES

**14.1** Once a driver has upgraded to a senior class they may not revert to a junior class.

**14.2** Once a driver has upgraded to a junior class they may not revert to a cadet class.

### 15. CIRCUITS

**15.1** 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) 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 following an inspection by MI.

**15.2** Categories of Tracks for Kart racing: Permanent Track with a lap distance of less than 2500m, where the shape can be determined at any time and all protective barriers are permanently in position.

**15.3** 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.

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.

**15.4** 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.

**15.5** 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.

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

**15.7** 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



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or straw bales should be placed directly in front of the ultimate barrier in head-on situations.

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

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

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

### 16. EQUIPMENT

**16.1** The following minimum equipment is mandatory for all Kart meetings:

**16.1.1** Warning notices, tickets, ID Cards etc., as specified hereunder.

**16.2** Warning Notices should be prominently displayed as follows: At any entrance to an event or part of an event on private ground - Notice A.

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.

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

**16.4** 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/her to be outside an enclosure.

**16.5** 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.

**16.6** 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.

**16.7** Flag signals shall be as detailed in Articles 19.1 and 20.1 of this Appendix 70.1

**16.8** 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.

**16.9** 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.

**16.10** 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.

**16.11** A starter's Sheet and an Officials' signing-on sheet, in the control of the Secretary of the Meeting. An Official Notice Board prominently sited in the paddock for all official communications, grid positions and race results.

**16.12** 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.

### 17. STARTING GRID (ON PREGRID) QUALIFYING HEATS & FINAL RACES

**17.1** Access to dummy grid area for each race during the event will open once the prior race has left the dummy grid and the dummy grid will close when the winner passes chequered flag of the prior race.

**17.2** Only the Driver and their Mechanic (one only) are allowed to enter the dummy grid area and only with ID-Pass supplied from MI upon registration.

**17.3** The karts placed on the ground in the dummy grid area must be ready to race.

**17.4** It is strictly forbidden to carry out any work, adjustment and/or set-up on the kart once it has entered the start grid area, with the exception of tyre pressures, which can be adjusted by the Driver or their Mechanic using their own tyre pressure gauge only.



17.5 Karts that enter the dummy grid area are prohibited to return to servicing park.

17.6 Karts not ready to race (whatever reason) will be removed from the dummy grid without taking part in the heat.

17.7 If a wet race is declared while on the dummy grid, the width of the rear and front wheel may be adjusted but must conform to Technical Drawing no: 2b of CIK-FIA Technical Regulations. NO other modifications and/or changes are permitted.

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

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

## 18. STARTING PROCEDURE

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

18.2 At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Clerk of the Course, on the basis of a time penalty of 3 seconds for partly crossing the corridor lanes and of 10 seconds for completely crossing out of the corridor. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. If they are satisfied with the formation, the Clerk of the Course or their Deputy will give the start by switching off the red lights. If he is not satisfied with the procedure, they will switch on the orange light, which means that another Formation Lap must be undertaken; 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. No other Drivers will be allowed to occupy the places which will remain vacant. During the Formation Lap(s), it is forbidden to practise start simulations.

18.3 In the case of an appeal the Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the SCOR of these Sporting Regulations relating to the starting procedure may entail the exclusion of

the Driver concerned from the Event.

### 18.4 General Regulations For Rolling Start

A. The Organiser following a decision of the Stewards has the right to change starting procedure from "Rolling Start" to "Standing Start" or "One Line Rolling Start" with Slow Boards. (Safety Car in car racing).

B. 2metre wide lanes bordered by white lines will be painted over the 110 meters leading to the start line. A yellow line shall be placed 25m ahead of the start line. For rolling starts, this Yellow Line will also be identified by soft cones (1 cone of each side of the track).

C. As soon as the Clerk of the Course or their Deputy or Official appointed Starter (the Starter), indicates with the green flag that the karts may take the start, the Drivers are under the orders of the Starter and may no longer receive any outside help. Any Driver who has not placed themselves at the orders of the Starter in time with their kart in working order will be allowed to leave the Assembly Area only at the orders of the Starter, or of the Officer in charge of the Assembly Area.

D. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Clerk of the Course (10 seconds or exclusion from the Heat).

E. If a Driver stops for any reason during the Formation Lap, they will not be allowed to try and start again before they have been passed by the whole field. They shall start again from the back of the formation. Should they try to start ahead of the field in the hope that the leading Drivers overtake them, they will be shown the black flag and be excluded from that race.

F. In order to regain one's position, it is forbidden to use any course other than the track used during the race. In the case of rolling starts, a Driver who is delayed will have the possibility of regaining their grid position only if this manoeuvre does not impede other Drivers and in all cases before having reached the Red Line which will be identified on the track, equipped with a timekeeping loop and indicated by the Clerk of the Course at the Briefing. In the case of standing starts, a Driver who is delayed will have the possibility of regaining their grid position until the red starting lights are switched on.

G. If the Starter considers that a Driver has been immobilized as a result of another Driver's mistake, s/he may stop the Formation Lap and recommence the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain their position.





H. The Starter will give the start as soon as they are satisfied with the formation.

I. In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course or the acting Judge of Fact, may stop the starting procedure by means of the red flag and inform the Stewards. The Clerk of the Course will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the CIK-FIA General Prescriptions. A new procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.

J. Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 2.24 of the CIK-FIA General Prescriptions.

K. As soon as the start has been given racing conditions apply and irrespective of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

## **19. SUSPENDING A RACE OR PRACTICE**

**19.1** Should it become necessary to suspend the Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the Line. Simultaneously, red flags will be shown at marshals' posts provided with these flags. The decision to suspend the race or practice may be taken only by the Clerk of the Course (or, if they had to leave, by their deputy) or the Stewards of the meeting.

If the signal to stop racing is given:

A. During Practice: all karts shall immediately reduce speed and go back slowly to the 'Finish' Servicing Park, and all karts abandoned on the track shall be removed; Practice will be resumed as soon as possible to meet the original Practice time.

B. During the Qualifying Heats: all karts will immediately reduce their speed and go to the 'Finish' Servicing Park entrance, or stop on the track at the place designated during the briefing, considering that:

- (a) the classification of the Heat will be the classification at the end of the lap prior to that during which the signal to stop was given, karts or rescue vehicles may be on the track,
- (b) the circuit may be totally blocked because of an accident,

- (c) the weather conditions may have made it impossible to drive at high speed on the circuit.

The procedure to be followed varies according to the number of laps completed by the Heat leader before the signal to stop was given:

- (a) less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). If the Heat can be resumed, Article 2.22 of CIK-FIA general prescriptions will apply;
- (b) 75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). The karts will be directly led to the "Parc Ferme", and the Heat will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given;

C. During a Race, of the final phase, all karts must immediately reduce speed and go to the entrance to the 'Finish' Servicing Park, or stop on the track at the place designated during the briefing, considering that: -

- (a) the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given
- (b) karts or rescue vehicles may be on the track
- (c) the circuit may be totally blocked because of an accident
- (d) the weather conditions may have made it impossible to drive on the circuit at racing speed.

The procedure to be followed varies according to the number of laps completed by the Race leader before the signal to stop the Race was given:

Case A: less than 2 laps. No points will be awarded. If the Race can be resumed, Article 2.22, of CIK-FIA General Prescriptions apply.

Case B: more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the nearest whole number of laps). If the Race can be resumed Article 2.22 CIK-FIA General Prescriptions apply, otherwise half the points will be awarded.

Case C: 75% or more of the Race distance (rounded up to the nearest higher whole number of laps). The karts shall be sent directly to the "Parc Ferme" and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. Full points will be awarded.

**19.2** A competitor who is deemed to have caused a red flag will not restart the race and shall not be classified in the final results. If a competitor has caused the accident they will be dealt with in line with the code of conduct.



**19.3** The COC in consultation with the attending Medical Officer and Chief Scrutineer must be satisfied that drivers and equipment are fit to restart the race.

**19.4** 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 to rejoin the race. When authorised by the COC plugs may be changed and finger adjustments made to carburettor settings.

**19.5** Front bumper can only be reset in the event of a full restart being declared, anyone tampering with a competitor’s front bumper without first getting the permission of the COC will be excluded from the race.

## **20. SIGNIFICATION OF FLAGS**

**20.1** Flag signals to be used by the Race Director, the Clerk of the Course or their deputy at the start line:

a) National flag: This flag is normally used to start the race. The starting signal must be given by lowering the flag which, for standing start Competitions, must not be raised above the head until all karts are stationary and in no case for more than 10 seconds. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Qualifying Practice.

(b) Red flag: This flag must be waved at the start line when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or their deputy to close the circuit.

(c) Black and White Chequered flag: This flag must be waved. It signifies the end of a practice session or a race.

(d) Black flag: This flag should be used to inform the Driver concerned that they must stop at their pit or at the place designated in the Supplementary or Championship Regulations on the next approach to the Parc Fermé entrance. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the COC of the meeting. The Entrant concerned will immediately be informed of the decision.

(e) Black flag with an Orange Disc (40 cm in diameter): This flag should be used to inform the Driver concerned that their kart has mechanical problems likely to endanger themselves or others and means that they must stop in the “Repair Area” on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.

(f) Black and White flag divided diagonally: This flag should be shown only once and is a warning to the Driver concerned that they have been reported for unsportsmanlike behaviour.

Flags(d), (e)&(f) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed. These flags may also be displayed at places other than the start line should the Race Director or the Clerk of the Course deem this necessary. Normally the decision to show flags (e)&(f) rests with the Race Director or the Clerk of the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.

(g) Yellow flag: This is a signal of danger and should be shown to Drivers in two ways with the following meanings: -

- Single waved: There is a hazard on the edge or on part of the track, reduce your speed, do not overtake and be prepared to change direction.

- Double waved: There is a hazard wholly or partly blocking the track, reduce your speed, do not overtake and be prepared to change direction or stop. Yellow flags should normally be shown only at the marshals’ post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

(h) Yellow flag with Red Stripes: This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag. This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

(i) Blue flag: This flag should normally be waved, as an indication to a Driver that they are about to be overtaken.

(j) White flag: This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

(k) Green flag: This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags. It may also be used, if deemed necessary by the Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session

(l) Green flag with Yellow V: This flag is used to signify a false start

## **21. CODE OF DRIVING CONDUCT ON KARTING CIRCUITS**

(Article 3 CIK-FIA International Karting Regulations)

### **Observance Of Signals**

The instructions detailed in Article 19 Signification of flags are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.



### 21.1 Overtaking

During a race, a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the Driver is not allowed to swing from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other Competitor is already by their side. They shall give the other kart the right of way in order to allow for passing.

21.2 If the Driver who has been caught does not seem to notice that another Driver wants to overtake them, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the blue flag may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race. 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, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.

21.3 Any obstructive manoeuvre carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.

21.4 The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, thus ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who swing from one side of the track to the other in order to prevent other Competitors from overtaking.

21.5 The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.

21.6 The race track alone shall be used by the Drivers during the race.

21.7 Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

### 21.8 Stopping of a kart during the race

A: The Driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the point of exit.

B: Should a Driver be compelled to stop his/her kart, either involuntarily or for any other reason, the kart shall be moved off the track as soon as possible so that its presence does not constitute a danger or prevent the normal running of the race. If the Driver is not able to move the kart out of the potentially dangerous position, it is the duty of the Marshals or other officials to help.

C: Any replenishment carried out on the track itself is prohibited, and will entail immediate exclusion.

D: Apart from the Driver - and, in exceptional cases, the competent officials - nobody is allowed to touch a stopped kart under penalty of its exclusion from the race.

E: Pushing a kart along the track or pushing it across the finishing line is not allowed, and will entail immediate exclusion.

F: Any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race. A kart left temporarily by its Driver whilst a race is suspended will not be considered abandoned.

### 21.9 Entrance to the pits (or Repairs Area or Servicing Parks)

A: The so-called 'deceleration zone' is a part of the pits area.

B: During the practice sessions and the race, access to the pits or to the Repairs Area is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.

C: Any Driver intending to leave the track or to enter the pits or the Servicing Park or the Repairs Area shall signal their intention in good time and make sure that it is safe to do so.

D: Except in cases of Force Majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.

21.10 Any radio communication between a driver on the track and any other body is forbidden.



## **22. BRIEFING**

22.1 Drivers virtual briefing will be accessed through the ROTAX EVENT MANAGEMENT SYSTEM (EVA) via the Rotax Global App.or on MI karting website [www.mikarting.eu](http://www.mikarting.eu).

## **23. PADDOCK REGULATIONS & SAFETY**

23.1 It is forbidden to use motorbikes, scooters or any other motorised devices in the Paddock, except where Clerk of the Course have given special permission.

23.2 Each Paddock space (8x6meter) shall be equipped with at least one 5 Kg fire extinguisher

23.3 Ground sheets are compulsory to be used in the awning or where you are working on your kart for the race weekend

23.4 Refueling is only allowed in your paddock space, and only with the use of groundsheet. Except in the case of 6.4 being applied.

23.5 Standing in or on any unsafe areas such as part of a Vehicle or other portable raised platform for spectating purposes is not permitted at the track during race day. Breach of this rule will result in the exclusion of the driver/entire team and any other driver associated in any manner with those involved in the breach from the event. Contact MI Kart Commission for further information on safe areas to spectate.



# **MOTORSPORT IRELAND (MI) KARTING NATIONAL CHAMPIONSHIP TECHNICAL REGULATIONS**

1. Protective clothing
2. Chassis.
3. Bodywork
4. Tyres
5. Brakes
6. Steering
7. Seats and Pedals.
8. Exhaust
9. Fuel and Lubricant.
10. Numbering
11. Weight
12. Engines and Transmissions

## **1. PROTECTIVE CLOTHING**

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

1.2 All helmets must comply with the recognised standards for helmets in karting as per MI Yearbook Appendix 2 and Appendix 5 of current MI Yearbook for specimen labels. Painting and covering of helmets is in accordance with Appendix 2 Article 17.2. Anyone racing in Bambino, Cadet, or Junior Class the use of a Snell-FIA CMH (Children's Motorsport Helmet) is compulsory. Visors must be as helmet manufacturer.

1.3 Advice on Purchase and Care of Helmets is in MI Yearbook Appendix 4.

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

1.5 Impounding of Helmets 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.

1.6 Impounding of Helmets at Accident during 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.

1.7 Impounding of Helmets at 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.

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

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

1.10 Clothing (race suits) bearing the FIA/CIK homologation label will only be accepted.

1.11 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. Trailing, loose scarves or loose hair are not permitted.

## **2. CHASSIS**

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

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

2.3 Anyone requiring clarification or definitions concerning the Technical Regulations should apply in writing to the MI Karting commission, C/O Motorsport Ireland. Any approved changes will be announced in the monthly Motorsport Bulletin on [www.motorsportireland.com](http://www.motorsportireland.com) and the effective date will be the date of publication, unless otherwise stated.

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

2.5 Each Driver is allowed one chassis only per event.

2.6 If damage occurs to a chassis previously scrutinized for the meeting and it is the opinion of the Scrutineers that it is not practical to repair in time, one chassis of the same make and model as the damaged chassis may be scrutinized, to continue the meeting.

2.7 The width of the front and rear wheels must conform to Technical Drawing no: 2b of CIK-FIA Technical Regulations



### 3. BODYWORK

3.1 Homologated rear protection must be fitted to the kart at all times with the exception of Cadets who may use a metal rear bumperas supplied by the manufacturer or the FIA/CIK rear protection system homologated for Cadet chassis.

3.2 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.

3.3 **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.

3.4 **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.

3.5 **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. 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 or attempt 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 the race meeting. 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.

3.6 Any competitor attempting or succeeding to tamper with or re attach front fairing will be excluded from the event. 3.7 Homologated side bodywork and front panel is mandatory on all Karts as per FIA/CIK regulations.

### 4. TYRES

4.1 **Wet Tyres**  
To qualify as a wet tyre, tyres must have a minimum depth of 2mm any point on the centre line at race start.

4.2 The use of tyre heating / heat retention devices and chemical tyre treatments / compounds is prohibited. The only exception to this rule is Cadet tyres, which may be cleaned, using a hot air gun only, provided that tyres are at ambient temperature before entering the dummy grid area.

4.3 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.

4.4 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.

4.5 A reading greater than 4ppm on a PID as described in Article 4.4 above with the sampling probe within 5mm of any part of the tyre or tread shall be considered a fail and shall result in the exclusion of the competitor from the event. Protests against this procedure are not admitted.

4.6 Any competitor found to be using chemical treatment on tyres in contravention of Motorsport Ireland or championship event regulations shall, in addition to any other penalty, be banned from racing at all Motorsport Ireland permitted events and all Motorsport Ireland Championships for a minimum period of one year from the date of the final decision.

### 5. BRAKES

5.1 All Brake systems must be CIK homologated

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

5.3 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.

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



## 6. STEERING

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

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

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

6.4 No form of dynamic kart steering is allowed.

## 7. SEATS AND PEDALS

7.1 The Driver's seat must be so designed to prevent the driver from moving towards the sides or front when cornering or braking. Seats for superkarts must incorporate a head rest. In all other categories, the seat support reinforcement plates are mandatory for the upper part of the seat. Reinforcement must have a minimum thickness of 1.5 mm, a minimum surface of 13 sq cm or a minimum diameter of 40 mm. All supports must be bolted or welded at each end and if these supports are not used they must be removed from the frame and from the seat.

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

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

## 8. EXHAUST

8.1 The exhaust system shall discharge behind the driver and shall not exceed a height of 45cm. 8.2 The terminal part of the silencer must not cross the quadrilateral formed by the outside of the wheels and the front and rear bumpers.

## 9. FUEL AND LUBRICANT

9.1 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.

9.2 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.

9.3 In addition all fuel used must be purchased from the fuel station designated in the Supplementary Regulations for each event. Failure to do so will result in non-compliance. Fuel must be only taken from the designated fuel event pump. Pump will be marked with sticker MI Karting.

9.4 The only compliant engine lubricant for 2-stroke engines is ELF HTX 909. This is the only substance that is permitted to be added to fuel.

9.5 For all MI Kart Racing Championships national and clubman, a kart or karts may be chosen at random for fuel testing at any time.

9.6 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.

## 10. NUMBERING

10.1 Numbers must be fitted to the front, both sides 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.

## 11. WEIGHT

11.1 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.

11.2 After a kart and driver have competed in a race or timed qualifying it is not permissible to alter the weight of the kart or driver in any way before being weighed.

11.3 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.

### 11.4 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 weight of ballast per set of fixing bolts is 5kgs.

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

## 12. ENGINES & TRANSMISSIONS

12.1 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.



### **12.2 Chain guard**

A chain guard above the transmission is compulsory. The top of the engine sprocket, the drive itself ( i.e. chain ) 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.

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

**12.4** 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).

**12.5** Water cooling. Only water (H<sub>2</sub>O) 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.

**12.6** Each Driver can submit to scrutiny and use only two engines per driver per category.

**12.7** 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.

**12.8.** Carburettors: Carburettors must be as the sealed sample of the original carburettor as supplied by Tillotson and held by Motorsport Ireland.





# MOTORSPORT IRELAND (MI) KARTING NATIONAL CHAMPIONSHIP

## CLASS REGULATIONS

### 1. IAME CADET GAZELLE

Affiliation Commercial: Tillotson, Clash Industrial Estate Tralee, Co. Kerry Tel. 066 7162500

#### 1.1 Engine

The power unit, as raced, must conform in all aspects with the official MI homologation fiche on the [www.mikarting.eu](http://www.mikarting.eu) website in the technical section and must bear the relevant official IAME markings as shown in the MI homologation fiche. IAME Gazelle 60cc Ireland two-stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system.

#### 1.2. 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

#### 1.3 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. The following minor repairs / modifications / additions are permitted:

- (i) Repair of damaged threads in the crankcase and /or cylinder with helicoils or inserts.
- (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) The addition of protective material to the HT-lead.
- (vii) 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. (viii) Honing of the cylinder. (ix) 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.

#### 1.4 Engine Eligibility

The checking of the combustion chamber volume will be carried out to the procedure as per Appendix 1 CIK technical regulations (available on [www.mikarting.eu](http://www.mikarting.eu)). 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.

1.5 The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.

#### 1.6 Chassis

Any 950 CIK Homologated chassis and 900 mm Motorsport UK homologated chassis maybe used. The first 2 rounds will be open to either chassis however after round 2, a competitor must decide which of these chassis to use for the remainder of the championship. No changes will be allowed from then. The chassis choice will be controlled by EVA management system.

#### 1.7 Age: 8 to 12 years

A driver must have reached the minimum age for the class to be able to race in the class. A driver reaching the upper age limit for the class in the calendar year can complete the season in the class.

#### 1.8 Weight: 105 Kgs.

#### 1.9 Plates: Yellow with Black Numbers

#### 1.10 Tyres

Slicks: Maxxis T-MAX-MK-DRY1  
Front: 10x3.6x5  
Rear: 11x5.1x5

Wet: T-MAX-MK-WET1  
Front: 10x3.60x5  
Rear: 11x4.50x5

1.11. Slick Tyres are restricted to 4 sets for the Motorsport Ireland championship rounds

## 2. ROTAX MAX CLASS

#### 2.1 Chassis

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only.



### 2.2 Engine

The eligible engine is the Rotax FR125 Max. From January 1 2023 the only engine seal permitted will be one supplied by Murray Motorsport.

2.3 The official engine supplier is Murray Motorsport and its approved dealers.

2.4 All engines must have an official identity card.

2.5 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.

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 noncompliance.

2.7 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 Murray Motorsport dealer with the seal intact to be resealed with the official class seal before competing at the next race meeting.

2.8 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.

2.9 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.

2.10 Engines must comply with Rotax Global Fiche 2021 version. Fiche available on [www.mikarting.eu](http://www.mikarting.eu) website in the technical section.

2.11 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.

2.12 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.

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

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

### 2.15 Spark Plugs

The only spark plugs permitted are as listed and must be unmodified with sealing washer in place. Denso Iridium IW24, IW27, IW29, IW31, NGK GR8Di-8, NGK GR9Di-8

### 2.16 Tyres

Slick Mojo D5

Wet:Mojo W5

This class is restricted to (1) set of slicks per event.

2.17 Weight: 165 Kgs.

2.18 Number Plate: Yellow with black numbers

2.19 Age: 15+

## 3. IAME X30 JUNIOR

Affiliation Commercial: Tillotson. Clash Industrial Estate Tralee, Co. Kerry Tel. 066 716 2500.

### 3.1 Chassis

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only.

### 3.2 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.

### 3.3 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.

### 3.4 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.

### 3.5 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.

### 3.6 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. The following minor repairs / modifications / additions are permitted:

- (1) Repair of damaged threads in the crankcase and/or cylinder with helicoils or inserts.
- (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) The addition of protective material to the HT-Lead and maybe shortened.
- (5) The use of a maximum of two base gaskets (part numbers: EBP-125045, EBP-125046 or EBP-125047) and in any combination.
- (6) Honing of the cylinder.

3.7 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.

### 3.8 Engine Eligibility

The checking of the combustion chamber volume will be carried out to the procedure as per Appendix 1 CIK technical regulations (available on [www.mikarting.eu](http://www.mikarting.eu)). 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.

### 3.9 Weight X30 junior : 145 Kgs

### 3.10 Plates X30 Junior: Green with White numbers

### 3.11 Tyres X30 Junior

Slick: Komet K2H

Wet: Komet K1W

Komet tyres used on X30 classes in the MI championship must be supplied by Tillotson, Clash Road, Tralee. Tel. 066 7162500 10.2.28.

This class is restricted to (1) set of slicks per event.

### 3.12: X30 Junior: 11-16 years.

A driver must have reached the minimum age for the class to be able to race in the class. A driver reaching the upper age limit for the class in the calendar year can complete that season in the class.

## 4. IAME X30 SENIOR / MASTERS

Affiliation Commercial: Tillotson. Clash Industrial Estate Tralee, Co. Kerry Tel. 066 716 2500.

### 4.1 Chassis

Chassis must have a CIK/FIA Karting homologation with brakes acting on the rear axle only.

### 4.2 Engine

The only engine permitted in this class is the IAME X30. 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.

### 4.3 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.

### 4.4 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.

### 4.5 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.

### 4.6 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. 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) The addition of protective material to the HT-Lead and maybe shortened.



- (5) The use of a maximum of two base gaskets (part numbers: EBP-125045, EBP-125046 or EBP-125047) and in any combination.  
(6) Honing of the cylinder.

4.7 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.

#### 4.8 Engine Eligibility

The checking of the combustion chamber volume will be carried out to the procedure as per Appendix 1 CIK technical regulations (available on [www.mikarting.eu](http://www.mikarting.eu)). 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.

4.9 Weight X30 Senior : 164 Kgs

4.10 Weight X30 Masters: 164 Kgs

4.11 Plates X30 Senior & Masters: Yellow with Black Numbers.

4.12 Tyres X30 Senior & Masters

Slick Komet K2H  
Wet: Komet K1W

4.13 Komet tyres used on X30 classes in the MI championship must be supplied by Tillotson, Clash Road, Tralee. Tel. 066 7162500

This class is restricted to one set of slicks per event.

4.14 Ages

X30 Senior: 15+ years.

X30 Master: Drivers who achieve their 30th birthday in the year.

## 5. TILLOTSON T4 CLASS

5.1 Chassis

T-CHS-CS1 as supplied by Tillotson.

5.2 Engine

The power unit, as raced, must conform in all aspects with the official Tillotson homologation fiche: T225 RS/Senior.

5.3 Axle Rear as per official Tillotson fiche.

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

5.5 Carburettor

The standard Tillotson carburettor as originally fitted to the engine must be as per official Tillotson fiche.

5.6. Exhaust silencer

The exhaust manifold and fitment to the engine as per official Tillotson fiche.

5.7 Transmission

A dry air cooled centrifugal clutch which cannot be adjusted in position must be used. A maximum engagement speed of 3000rpm. Use of any lubricant on clutch is forbidden.

5.8 Bodywork

As per Appendix 70.2 article 3.

5.9. Age: 15 years

A driver must have reached the minimum age for the class to be able to race in the class.

5.10. Weight: 158 Kgs.

5.11. Plates: Yellow with Black Numbers

5.12. Tyres:

Slicks: Maxxis T4/ Sport  
Wet: Maxxis T4 wet

Slick Tyres are restricted to 3 sets per year.

## 6. TILLOTSON T4 JUNIOR CLASS

6.1 Chassis

T-CHS-CS14 as supplied by Tillotson.

6.2 Engine

The power unit, as raced, must conform in all aspects with the official Tillotson homologation fiche: T225 RS / Junior.

6.3 Axle

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

Engine : One Tillotson 225RS engine to be fitted. Pull start.

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

6.5 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.

6.6. Carburettor

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



**6.7. Exhaust silencer**

The exhaust manifold and fitment to the engine are free. A silencer must be used.

**6.8. Transmission**

A dry air cooled centrifugal clutch which cannot be adjusted in position must be used. A maximum engagement speed of 3000rpm. Use of any lubricant is forbidden.

**6.9 Bodywork**

As per article 3 appendix 70.2

**6.10. Age: 11 years**

A driver must have reached the minimum age for the class to be able to race in the class.

**6.11 Weight: 138 Kgs.**

**6.12. Plates:** Yellow with black numbers

**6.13. Tyres**

Slicks: Maxxis T Sport

Wet: Maxxis MW 10.12

Slick Tyres are restricted to 3 sets per year.

**7. BAMBINO CLASS**

Affiliation: Commercial Tillotson, Clash Industrial Estate Tralee, Co. Kerry Tel. 066 7162500

**7.1. Introduction**

Race training for 6 to 8 year olds, which can only be held on circuits specifically licensed by MI for Bambino. Drivers must hold a Bambino Kart licence, which they can obtain from their 6th birthday and may continue in Bambino until the end of the year of their 8th birthday. Karts must comply with the Technical Regulations (Appendix 70.2) of the current MI Yearbook.

**7.2. Chassis**

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

**7.3. Materials**

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

**7.4. Bodywork & Bumpers**

As registered with the chassis

**7.5. 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.

**7.6. Engine**

Comer C50 & Iame Bambino M1, 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. 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.

**7.7. Carburettor**

Comer C50 Dell'Orto SHA 12/14 L as per the current homologation fiche. For Iame M1 MiniKart the Tillotson HS-323-A as per the current 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.

**7.8 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. Engine sprocket for the Iame M1 engine must be 11 tooth, no other engine sprocket is permitted.

**7.9. Axle**

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

**7.10 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.

**7.11. Tyres**

Slicks: Heideneau T-Race Green

(Front:10x4.00x5 - Rear:11x5.00x5)

Wet: Heideneau WH1

(Front: 10x4.5x5 - Rear:10x4.50x5)

Slick Tyres are restricted to 3 sets for the Motorsport Ireland championship rounds.

**7.12. Wheels**

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



### 7.13. Age

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

### 7.14. Weight

Minimum 74kg, including the driver for Iame Bambino. Minimum 69kg, including the driver for Comer Bambino

### 7.15. Number Plates

Yellow with black numbers

## 8. FORMULA 125 OPEN

8.1 Chassis must be CIK/FIA homologated and have front Brakes

8.2 Any 125cc engine with gears

8.3 Weight: 180kgs

### 8.4 Tyres

Slicks: Vega XM3

Wet: W6

## 9. FORMULA 125 SUPERKART

9.1 This class will only race on long circuit events

9.2 All regulations must be as the Motorsport UK regulations for this class

## 10. FORMULA 250 SUPERKART

10.1 This class will only race on long circuit events

10.2 All regulations must be as the Motorsport UK regulations for this class

## 11. IAME CADET NOVICE 97 GAZELLE

**Affiliation Commercial: Tillotson, Clash Industrial Estate Tralee, Co. Kerry Tel. 066 7162500**

### 11.1 Engine.

*The power unit, as raced, must conform in all aspects with the official MI homologation fiche on the [www.motorsportireland.com](http://www.motorsportireland.com) website in the technical section (Competitors/Rules and Regulations/Technical Regulations) and must bear the relevant official IAME markings as shown in the MI homologation fiche.*

*IAME Gazelle 60cc Ireland two-stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. 13.5mm exhaust restrictor must be fitted.*

**11.2. 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 at all times. Permitted spark plugs: NGK: B8EG, B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX DENSO: IW24, IW27, IW29, IW31*

**11.3 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. The following minor repairs / modifications / additions are permitted:*

*(i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or inserts.*

*(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) The addition of protective material to the HT-lead.*

*(vii) 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. (viii) Honing of the cylinder. (ix) 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.*

**11.4 Engine Eligibility.** *The checking of the combustion chamber volume will be carried out to the procedure as per Appendix 1 CIK technical regulations (available on [www.mikarting.eu](http://www.mikarting.eu)). 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.*

**11.5** *The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.*

**11.6 Chassis:** *Any chassis homologated on the Motorsport UK list with wheelbase of 900mm + or – 5mm*

**11.7 Age:** *7 to 12 years. A driver must have reached the minimum age for the class to be able to race in the class.*

*A driver reaching the upper age limit for the*



*class in the calendar year can complete the season in the class.*

*A driver has to remain in the class for the whole season. It is not possible to change out of this class during the season.*

**11.8 Weight: 97 Kgs.**

**11.9 Plates: Yellow with Black Numbers**

**11.10 Tyres:**

**Slicks: Dunlop SL3**

**Front: 10x4.00x5**

**Rear: 11x5.00x5**

**Wet: Dunlop KT3**

**Front: 10x3.60x5**

**Rear: 11x4.50x5**

**11.11. Slick Tyres are restricted to 2 sets for the Motorsport Ireland championship rounds**

**70.3**