TECHNICAL REGULATIONS
IAME SERIES MALTA 2023

1 GENERAL The FIA Karting technical regulations apply to Iame Series Malta. The English language is the official version. The organizer of the events, IKC and KCM, in conjunction with the MMF, reserves the right to issue additional information concerning the Technical Regulations. These declarations will be sent to all registered competitors by means of Competitors' Bulletins during the events, or sent to the (email) address detailed on the registration.

1.1 The Drivers that will participate in the Iame Series Malta are those who use engines that were originally purchased from the sole Iame Distributor in Malta , namely R33 Racing which is owned by Mr,Rueben Mifsud.

2 TECHNICAL CONTROLS

2.1 The technical controls on the engines will be carried out by the technical Scrutineers of the Sporting Authority, with the possible help of personnel appointed by the promoter. Controls can be carried out on the engines, in race conditions, at any time during the event.

2.2 In case of persistent doubt on the originality and conformity of an element distinct from the others, the incriminated element must be compared to the same part belonging to the sample engine, in the possession of the delegate of IAME SERIES MALTA.

2.3 The Scrutineers have the right to carry out technical controls on the parts to the point of rendering them unusable. Following an inspection that renders a part unusable, this part will only be reimbursed, by the Maltese Iame Distributor – R33 Racing, if it is declared compliant.

2.4 All parts rendered unusable following technical inspections and considered non-compliant will not be reimbursed.

2.5 The Promoter, while guaranteeing the perfect efficiency and proper functioning of the equipment provided, cannot under any circumstances be held responsible for any malfunction occurring as a result of the replacement.

2.5.1 In the event of extremely controversial events during the scrutineering of the engines, the scrutineers may decide to send the part concerned, duly sealed, to IAME S.p.A.S.U for a precise inspection at the factory in the presence of the representatives of the Competitor and the Sporting Authority (ASN).

2.6 The technical forms constitute the main reference of comparison for the Technical inspectors. Each competitor must be able to submit the homologation forms relating to the equipment used.

2.7 In case of doubt on the conformity of the engine parts, the comparison with the "standard" engine will be the definitive element of verification.

2.8 At any time, the technical inspectors have the right to replace any part, any accessory or even the entire engine.

3 COMPLAINTS

In the event of a dispute, the competitor may submit a complaint in accordance with the regulations of the national sporting authority of the place of the event.

4 MODIFICATIONS TO THE REGULATIONS

In order to ensure the smooth running of Iame Series Malta and/or in the event of force majeure, the Promoter reserves the right to modify the articles of the technical regulations as it deems necessary, at any time, subject to the authorization of the national sports authority of the venue of the event.

5 FUEL, LUBRICANT, FUEL TANK

5.1 The official fuel for the event is specified from Locals Petrol stations (maximum ron 98).

5.2 The fuel must not contain any additives other than the approved lubricant.

5.3 Oil mixing rate: 4-6%

5.4 The only authorized lubricant is Wladoil K2-T, CIK approved.

5.5 The only lubricant authorized in Z-I must be one from the list of CIK-approved oils.

5.6 The tank must be of the removable type and have a minimum capacity of 8 litres (3 litres in X30 Mini).

5.7 The recovery tank for excess cooling water and fuel is mandatory.

5.8 At all times, the volume of fuel in the tank must be greater than or equal to 1.5 litres minimum.

5.9 The Scrutineers may at their discretion replace the fuel in the tanks at any time. In this case, the Driver is invited to enter the assistance park with an empty and clean tank. Gasoline and oil imposed will be provided and will be free of charge.
The replacement petrol and oil will be the same as those specified in the event's regulations.

5.10 On-track fuel evaluation can be performed using any or all the following tests:

1) Dielectric constancy test (Digatron DT-47) or others
2) Specific mass test
3) Water solubility test

5.11 If non-compliance is found, other tests may be carried out and the cost will be invoiced to the Driver / participant.

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6 TYRES

	Slick	Wet
X30 Mini	Front MG SC 10 x 4.00-5 Rear MG SC 11 x 5.00-5	KOMET K1D-W 10 x 4.00-5 KOMET K1D-W 11 x 5.00-5 X30
Junior/KA100	Front KOMET K2H 10 x 4,60-5 Rear KOMET K2H 11 x 7,10–5	KOMET K1W 10 x 4,20-5 KOMET K1W 11 x 6,00-5
X30 Senior/X30 Master/Z-I	Front KOMET K2H 10 x 4,60-5 Rear KOMET K2H 11 x 7,10-5	KOMET K1W 10 x 4,20-5 KOMET K1W 11 x 6,00-5

6.1 Maximum number of tires authorized for the official phase:

Slick : 2 tyres front + 2 tyres rear
Wet : 2 tyres front + 2 tyres rear

6.2 Any modification of a tire is prohibited. Heating and cooling tires by any method and/or remoulding or treating tires with any chemical substance is prohibited.

6.3 The Mini RAE Lite measuring device from “RAE Systems Inc. (USA)” is used during the qualifying sessions, the qualifying heats and the final phase to check that the tires comply with the regulations.

Tire VOC measurement must not exceed the maximum ppm limit (5) under any circumstances.

6.4 Tire pollution, e.g. with chain grease, should be avoided as this can cause the limit value to be exceeded.

6.5 If the check in the “Start” service park establishes that one or more tires do not comply with the regulations, the Driver concerned will not have access to the pre-grid. If the check is carried out at the "Arrival" Service Park and one or more tires do not comply with the regulations, the Driver is disqualified from the race. Appeals against this procedure are not allowed.

6.6 In case of a damaged, non-repairable tyre, the competitor may request its substitution with a used tyre, of the same model as the one being replaced, only after obtaining the approval of the scrutineers. In any case, the tyre can only be replaced if the damage occurred in the session preceding the presentation of the damage.

6.7 In the event of a defective tyre, the Driver must submit the defective tyre to Technical Control and request replacement, at the discretion of the Technical Controls.

6.8 In both cases, the decision to accept the substitution is at the discretion of the scrutineers.

6.9 In the event of a Wet Race and/or for safety reasons, the Sporting Commission may apply modifications to the limitations on the use of tyres, authorizing the use of one or more additional tyres.

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7 RACE NUMBERS AND IDENTIFICATION OF DRIVERS ON KARTS

7.1 Article 12 FIA Karting Specific Prescriptions

7.2 Numbers should be black on a light yellow background and should be at least 15cm high, 2cm thick and presented in Arial type or similar font.

The competition number must be delimited by a yellow background of 1 cm minimum.

They must be fitted before the free practice session and must be clearly visible throughout the race weekend (Damaged numbers and identification must be replaced regularly) at the front and at the rear as well as on both sides towards the rear of the body.

The plates located at the back of the kart must be flat and have rounded corners (diameter of the rounded corners 15 to 25 mm) with sides of 22 cm.

The plates must be flexible and made of opaque plastic material, and they must always be visible (fixation without displacement possible)

7.3 The name of the Driver as well as the flag of his nationality (origin of the licence) must appear in the front part of the side bodywork. The minimum height of the flag and the letters of the name must be 3 cm.

7.4 The Driver must ensure, always, that the required numbers and identifications are clearly visible to officials, timekeepers and marshals.

8 EQUIPEMENT EXCHANGE

8.1 Exchange of registered equipment between Drivers is not permitted.

9 DRIVER EQUIPMENT

9.1 Helmets Art. 7.1 CIK/FIA KARTING TECHNICAL REGULATIONS

9.2 Overalls Art. 7.2 CIK/FIA KARTING TECHNICAL REGULATIONS

9.3 Gloves Art. 7.3 CIK/FIA KARTING TECHNICAL REGULATIONS

9.4 Shoes Art. 7.4 CIK/FIA KARTING TECHNICAL REGULATIONS

9.5 Karting body protection (Thorax protector)

9.5.1 All categories: the use of body protection should be of a high-quality safety equipment.

9.5.2 X30 Mini: body protection and neck brace mandatory.

10 ENGINES

10.1 Category X30 Junior :
IAME - X30 125cc RL TaG - (125cc- embrayage centrifuge à sec, refroidissement liquide-TaG).

10.2 Category X30 Senior :
IAME - X30 125cc RL TaG - (125cc- embrayage centrifuge à sec, refroidissement liquide-TaG).

10.3 Category X30 Master :
IAME - X30 125cc RL TaG - (125cc- embrayage centrifuge à sec, refroidissement liquide-TaG).

10.4 Category KA100 :
IAME - Reedjet 100cc - (100cc- embrayage centrifuge à sec).

10.5 Category Z-I :
Engines IAME CIK / FIA Karting homologated for KZ categories (valid or expired homologation.

11 APPENDICES

The following appendices are an integral part of the regulations.

1 - Tech Form 364F IAME X30 WATERSWIFT 60cc
2 - Tech Form 254W IAME X30 125cc
3 - Tech Form 348B Carburettor Tillotson HW27A
4 - Tech Form 401A IAME Reedjet 100cc
5 - Exhaust Silencer
6 - Timing and squish control procedure
7 - Official Fuel
8 - Tire Supply Regulations

All technical regulations, technical forms and appendices are available at:
www.iamekarting.com

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IAME SERIES MALTA - TECHNICAL REGULATIONS X30 MINI

1. CHASSIS

1.1 Chassis
Art. 10.1 CIK/FIA KARTING TECHNICAL REGULATIONS. Chassis homologated CIK/FIA or having been homologated CIK/FIA.

1.2 Group 3 Chassis Dimensions
Art. 10.1.1 CIK/FIA KARTING TECHNICAL REGULATIONS

1.3 Chassis characteristics
Art. 6.1 CIK/FIA KARTING TECHNICAL REGULATIONS

1.4 Rear shaft
According to Art. 10.2 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA vignette not compulsory
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1.5 Fuel tank capacity
Art. 10.3 CIK/FIA KARTING TECHNICAL REGULATIONS

1.6 Bumper
Art. 10.4 CIK/FIA KARTING TECHNICAL REGULATIONS. Bumpers homologated CIK/FIA or having been homologated CIK/FIA

1.7 Front bumper
Art. 10.4.1 CIK/FIA KARTING TECHNICAL REGULATIONS. Front bumper CIK/FIA homologated or having been CIK/FIA homologated

1.8 Side bumper
Art. 10.4.2 CIK/FIA KARTING TECHNICAL REGULATIONS

1.9 Bodywork
Art. 10.5 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA homologated bodywork or having been CIK/FIA homologated

1.10 Material

Art. 10.5.1 CIK/FIA KARTING TECHNICAL REGULATIONS

1.11 Front fairing

Art. 10.5.2 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA homologation in progress compulsory.

1.12 Front panel
Art. 10.5.3 CIK/FIA KARTING TECHNICAL REGULATIONS. Front panel CIK/FIA homologated or having been CIK/FIA homologated

1.13 Lateral bodywork
Art. 10.5.4 CIK/FIA KARTING TECHNICAL REGULATIONS. Side bodywork CIK/FIA homologated or having been CIK/FIA homologated.

1.14 Rear wheel protection
Art. 10.5.5 CIK/FIA KARTING TECHNICAL REGULATIONS. Rear wheel protection CIK/FIA homologated or having been CIK/FIA homologated.

1.15 Brakes
Art. 10.6 CIK/FIA KARTING TECHNICAL REGULATIONS. Brakes CIK/FIA homologated or having been CIK/FIA homologated.

1.16 Wheels
Art. 10.7 CIK/FIA KARTING TECHNICAL REGULATIONS

2. ALLOWED EQUIPMENT

2.1 Each Driver is authorized with only one (1) chassis and with valid CIK-FIA homologation or having been CIK/FIA homologated

2.2 In the event of damage to a chassis, after examination by the Technical Control, if it is in the opinion of the Technical Control that it is not practical to repair in time, a replacement chassis of the same make and model as the damaged chassis may be authorized to continue the event.

2.3 Each Driver is authorized to submit to scrutineering and to use only two (2) engines.

3. ENGINE IAME X30 Water Swift

3.1 Only the IAME X30 WATERSWIFT 60cc RL Tag engine, original and strictly compliant with the manufacturer's data sheet (Technical characteristics, dimensions, weights, diagrams with the tolerances prescribed by the manufacturer) is permitted.

3.2 The pictures on the original homologation forms are also valid to identify the engine and the spare parts.

3.3 Any modification or addition to the engine and its accessories, unless expressly authorised, is prohibited. IAME considers as modifications any action modifying the initial appearance and dimensions of an original part.

3.4 Any modification and/or installation resulting in the modification of a dimension and/or its possibility of control is strictly prohibited. Polishing, sanding, trimming or adjustments are not allowed.

3.5 No heat treatment or surface treatment is allowed. The competitor is responsible for the conformity of his own equipment.

3.6 Engines must be supplied with their original serial number. No modification, improvement, polishing, addition or deletion of material to any part of the engine is permitted.

3.7 Each internal or external part of the engine must be installed in its original position and function according to the original design specifications.

3.8 The tolerances indicated on the tech form are necessary to provide all machining, assembly and settling tolerances. Nevertheless, the competitor is absolutely not authorized to intervene on the engine, even if the characteristic dimensions after his intervention remain within the prescribed tolerances.

3.9 The tolerances indicated on the homologation form are necessary to understand all machining, assembly and settling tolerances.
Any preparation is prohibited: the maximum and minimum values allowed and the volume of the combustion chamber must be measured in accordance with the technical regulations of FIA Karting.

3.10 Diagrams and volume chart:

Refer to engine data sheet

4. CYLINDER HEAD

4.1 Strictly original

4.2 The body of the spark plug clamped to the cylinder head must not protrude from the upper part of the dome of the combustion chamber.

4.3 The minimum squish value must be in accordance with the engine tech form. The Squish Control will be carried out with a Ø 1.5mm tin/lead wire, according to the method described in appendix 12 of the international technical regulations.

4.4 The original IAME gauge n. 10215 is the reference for checking the conformity of the cylinder head profile. The shape of the gauge should match the profile of the dome, the squish area and the joint plane.

5 CYLINDERS

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5.1 Strictly original and supplied with the original safety pin and IAME markings.

5.2 Polishing, sanding, trimming or adjustments are not allowed. Only reboring is allowed. In case of doubt, the shape and the height of the transfers must be compared to the cylinder of the standard engine. No heat treatment or surface treatment is allowed

5.3 A single cylinder seal of 0.40 mm +/- 0.10 thickness is permitted. No cylinder head gasket is permitted.

5.4 Gaskets between cylinder and cylinder head are not permitted. In addition to measuring the opening angles, the original IAME gauge cod. ATT-005 is the reference for checking the distance between the upper edge of the ports and the cylinder head plane.

6 CRANKCASES, CRANKSHAFT, CONNECTING ROD, CRANK PIN

6.1 Only original parts are allowed, without any modification.

6.2 Only the original connecting rod cage (IAME B-10431), the original washers (IAME E-38436) and the original small end (IAME A 60440) are authorized.

6.3 Original oil seals and mounted as original, the hollow side must face inside the crankcase.

7 BEARINGS

7.1 Strictly original: IAME 10400-D (6204 C4) crankshaft ball bearings.

7.2 Ball bearings with angular contacts are prohibited.

7.3 Only bearings with steel balls and rings are permitted. (Ceramic prohibited).

7.4 Bearings which do not have the correct and clearly visible classification number as described in the regulations are expressly prohibited.

7.5 The bearings must be fitted with the balls visible from inside the housing.

7.6 In order to obtain the correct axial play, the use of spacers behind the bearings is permitted.

7.7 All internal engine parts must be original from the Manufacturer, in the same number supplied by the Manufacturer and fitted in the prescribed position.

8 PISTON, PISTON RING AND PIN

8.1 Strictly original without any modification, and in accordance with the engine tech form.

9 CARBURETTORS

9.1 Only the Tillotson HW-31A carburettor supplied with the engine in its original configuration (Same brand, same model, same reference) is permitted.

9.2 Only the accessories supplied with the original carburettor are authorized

9.3 The needle valve spring is free.

9.4 The positioning of the carburettor (i.e., with the pump in the upper or lower position) is free.

9.5 All carburettor spacers and gaskets are mandatory and must comply and in the same order as shown on the tech form.

9.6 If in doubt, the carburettor should be compared to the sample carburettor

10 INLET SILENCER

10.1 Strictly original inlet silencer, as supplied with the engine (same brand, same model, same reference), i.e., the IAME MINI SWIFT with CSAI 01 / SA / 14 approval.

10.2 The intake trumpets must have an internal diameter of 22mm maximum.

10.3 Protective grilles are optional.

10.4 The rubber sleeve connecting the intake silencer to the carburettor is mandatory. It must be installed and conform to the tech form.

10.5 The sponge filter element, if used, must be intact.

10.5 Any injection and/or spray system is prohibited.

11 CLUTCH

11.1 The engine is supplied with a dry centrifugal clutch system.

11.2 Any intervention aimed at prolonging the slip of the clutch hub beyond the prescribed limit is strictly prohibited.

11.3 The centrifugal clutch must engage at 4,500 rpm maximum, moving the kart with the Driver on board and in race conditions.

11.4 The clutch should be fully engaged at 6,500 RPM maximum in any condition.

11.5 This measurement can possibly be checked with appropriate instruments.

11.6 Each Driver is responsible for the state of wear of the clutch lining material and the cleaning of the friction parts.

11.7 The proper operation of the clutch can be checked at any time during the event, and even after each phase.

11.8 The UniLog clutch control system produced by Unipro can be used. In this case, the Competitor/Driver must be supplied with the cable/bracket kit while the instrument is supplied in use by the Promoter.

12 IGNITION

12.1 Original ignition only, SELETTRA IAME A-61951 and IAME A-61955 coil without any modification.

12.2 The battery must be fixed to the chassis and always connected to the ignition system.

13 SPARK PLUG AND SPARK PLUG CAP

13.1 Only NGK B9EG - B10EG - BR9EG - BR10EG are authorized, strictly original without any modification.

13.2 The spark plug must be installed with its original gasket.

13.3 The porcelain must not protrude beyond the body of the spark plug and the length of the spark plug base must be 18.5 mm maximum. (Appendix 7 of the CIK/FIA technical regulations).

13.4 The only authorized spark plug caps are NGK TB05EMA, PVL 401 222, Selettra 5KOhm (IAME ref. 10543 or 10544).

14 EXHAUST SYSTEM

14.1 Only the original exhaust muffler is authorized as delivered with the engine and must be kept in accordance with the tech form, therefore no modification of structure or dimensions are authorized.

14.2 The exhaust manifold must comply with the tech form at any time.

14.3 The use of one original exhaust gasket is mandatory.

14.4 The complete sealing of the exhaust gases between the cylinder and the exhaust manifold must be always guaranteed.

The exhaust gas sealing check can be carried out at any time through to the occlusion of the outlet hole of the exhaust manifold, the filling of the exhaust manifold with liquid through the exhaust port and checking for leaks.

14.5 The proper sealing of the exhaust system is a responsibility of the Driver.

14.6 Exhaust temperature sensors are not permitted.

15 COOLING

15.1 The cooling system must be in its original configuration: only one original IAME radiator (T-8601), only one single original IAME water pump (black / blue plastic or aluminium) is authorized and in compliance with the engine tech from.

15.2 The number of radiator supports, black or chrome, is not limited. Machined supports prohibited.

15.3 The use of the original water pump pulley activating the water pump through the O-rings is mandatory. The type of O-rings is free.

15.4 Only IAME original simple or bypass thermostats are authorized, and their use is optional. The housing containing the two-way thermostat can also be installed without the thermostat capsule inside and function as a fitting.

15.5 Only water without any other additives is allowed for cooling.

15.6 IAME original water hoses, blue, as delivered with the engine or the same material silicone and the colour of the hoses does not make difference, important the same quality.

15.7 Radiator shields, adhesive or mechanical, are permitted but must not be removable while the kart is in motion.

16 STARTER

16.1 The engine is equipped with an on-board electric starter. The original on-board starting system must be installed with all of its components and properly connected.

17 SPROCKETS

17.1 Original IAME. Z10 or Z11 only.

ISM – TECHNICAL REGULATIONS X30 JUNIOR / X30 SENIOR / X30 MASTER

1. CHASSIS

Art. 9.1 CIK/FIA KARTING TECHNICAL REGULATIONS. Chassis homologated CIK/FIA or having been homologated CIK/FIA

1.1 Chassis dimensions
Art. 9.1.1 CIK/FIA KARTING TECHNICAL REGULATIONS

1.2 Chassis characteristics
Art. 9.1.2 CIK/FIA KARTING TECHNICAL REGULATIONS

1.3 Rear shaft
According to Art. 9.2 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA vignette not compulsory.

1.4 Fuel tank capacity
Art. 9.3 CIK/FIA KARTING TECHNICAL REGULATIONS

1.5 Bumper
Art. 9.4 CIK/FIA KARTING TECHNICAL REGULATIONS. Bumpers homologated CIK/FIA or having been homologated CIK/FIA

1.6 Front bumper
Art. 8.4.1 CIK/FIA KARTING TECHNICAL REGULATIONS. Front bumper CIK/FIA homologated or having been CIK/FIA homologated

1.7 Side bumpers
Art. 8.4.2 CIK/FIA KARTING TECHNICAL REGULATIONS

1.8 Bodywork
Art. 8.5 CIK/FIA KARTING TECHNICAL REGULATIONS. Bodywork CIK/FIA homologated or having been CIK/FIA homologated

1.9 Material
Art. 4.10.2 CIK/FIA KARTING TECHNICAL REGULATIONS

1.10 Front fairing

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Art. 8.5.2 CIK/FIA KARTING TECHNICAL REGULATIONS. CIK/FIA homologated fairing

1.11 Front panel
Art. 8.5.3 CIK/FIA KARTING TECHNICAL REGULATIONS. Front panel CIK/FIA homologated or having been CIK/FIA homologated

1.12 Lateral bodywork
Art. 8.5.4 CIK/FIA KARTING TECHNICAL REGULATIONS. Side bodywork CIK/FIA homologated or having been CIK/FIA homologated

1.13 Rear wheel protection
Art. 8.5.5 CIK/FIA KARTING TECHNICAL REGULATIONS. Rear wheel protection CIK/FIA homologated or having been CIK/FIA homologated.

1.14 Brakes
Brakes CIK/FIA homologated or having been CIK/FIA homologated
The following types of brakes must be used:
2WP in OK/OK-Junior classes

1.15 Wheels
Art. 9.7 CIK/FIA KARTING TECHNICAL REGULATIONS

2. EQUIPEMENT ALLOWED

2.1 Each Driver is authorized with only one (1) chassis and with valid CIK-FIA homologation or having been CIK/FIA homologated.

2.2 In the event of damage to a chassis, after examination by the Scrutineers, if it is in the opinion that it is not practical to repair in time, a replacement chassis of the same make and model as the damaged chassis may be authorized to continue the event.

2.3 Each Driver is authorized to submit to scrutineering and to use only two (2) engines.

3 ENGINE IAME X30 125cc

3.1 Any modification to the engine and its accessories is strictly prohibited, unless expressly authorised.

3.2 IAME considers as modifications any action modifying the initial appearance and dimensions of an original part. Any modification and/or installation resulting in the modification of a dimension and/or its possibility of control is strictly prohibited.
Polishing, sanding, trimming or machining are prohibited.

3.3 Any heat treatment or additional surface treatment is prohibited. The competitor is responsible for the conformity of his own equipment.

3.4 Only the IAME X30 125cc, original and strictly in accordance with the manufacturer's technical from (Technical characteristics, dimensions, weights, diagrams with the tolerances prescribed by the manufacturer) is allowed

3.5 The pictures on the original engine tech form are also valid to identify the engine and the parts.

3.6 The engines must be provided with their original serial number.

3.7 No modification, improvement, polishing, addition or removal of material from any part of the engine is allowed

3.8 Each internal or external part of the engine must be mounted in its original position and function according to the original design specifications.

3.9 The machining, assembly and adjustment tolerances indicated on the engine tech form refer exclusively to the manufacturing tolerances.

3.10 The competitor is not authorized to intervene on the engine, even if, after his intervention, the characteristic dimensions remain within the prescribed tolerances.

3.11 Any tuning is prohibited. The maximum and minimum values allowed, and the volume of the combustion chamber must be measured in accordance with the technical regulations of the CIK/FIA Karting.

3.12 Diagrams and volume chart: see the engine tech form

3.13 All the gauges described in the engine homologation form are considered as valid means and certified by the Manufacturer to check the conformity of the part for which they were designed.

4 CYLINDER HEAD

4.1 The cylinder head must be strictly original.

4.2 Only the thread repair by means of a helicoil M14 x1,25 of the same length as the original thread is authorized. The spark plug clamped to the cylinder head should not protrude above the top of the combustion chamber dome.

4.3 The squish (distance between the piston and the cylinder head) must comply, in all respects, with the engine tech form.

4.4 The Squish measurement will be carried out with a Ø 1.5mm tin/lead wire, according to the method described in appendix 12 of the international IAME technical regulations.

4.5 The original IAME template ATT-025/1 is the reference for checking the conformity of the cylinder head profile. The shape of the gauge should match the profile of the dome, the squish area and the joint plane.

4.6 The CIK insert tightened on the cylinder head must not protrude from the upper part of the combustion chamber dome.

5. CYLINDER

5.1 Strictly original and supplied with the original safety pin and IAME markings.

5.2 Polishing, sanding, deburring or adjustments are prohibited.

5.3 Only reboring is allowed. In case of doubt, the shape and the height of the ports will be compared to the cylinder of the sample engine.

5.4 No heat treatment or additional surface treatment is allowed.

5.5 Adjustment of the diagram is permitted only by means of cylinder gasket replacement.

5.6 The number of cylinder gaskets is not limited. Only original gaskets are allowed.

5.7 No cylinder head gasket is permitted.

5.8 The original IAME gauge n. ATT-025/2 is the reference for measuring the height of cylinder ports.

5.9 The original IAME gauge n. ATT-035/1 is the reference for carrying out a visual inspection of all the ports.

5.10 Only the straight water connection on the bottom of the cylinder can be replaced by an elbow connection.

6. CRANKCASE - CRANKSHAFT - CONNECTING ROD - CRANK PIN

6.1 Strictly original and without any modification.

6.2 The original IAME ATT-035/3 template is the reference for checking the gasket plane of the reed valve block.

6.3 The original IAME ATT-035/4 template is the reference for checking the centre distance of the cylinder indexing pins.

6.4 The original IAME ATT-035/5 template is the reference for checking the height of the crankcase base plane.

6.5 Only original connecting rod roller cages (X30125431), connecting rod small end roller cages (E-10440/E-10441) and washers (X30125436/X30125437) are authorized.

6.6 Crankcase/crankshaft oil seals must be installed correctly with the hollow side inboard of the crankcase and not filled with any material. Under no circumstances can they be modified.

7. BEARINGS

7.1 Only crankshaft bearings 6206 set C4 and SKF roller bearings BC1-3342 B are authorized. It is forbidden to mix ball bearings and roller bearings on the same motor. Only balance shaft bearings 6202 C3/C4/C4H and 6005 C3/C4 with steel ball bearings and polyamide cage are authorized.

7.2 Bearings with oblique contact prohibited.

7.3 Ceramic balls prohibited.

7.4 The bearings must be mounted with balls visible from the inside of the crankcase

7.5 All bearings that do not have the correct and clearly visible reference number, as described in these regulations, are expressly prohibited.

7.6 The use of spacers behind the bearings is allowed, in order to obtain the correct axial play.

7.7 All the internal parts of the engine must be original manufacturer, the same number as the assembly of the factory and mounted in the same direction.

8. PISTON – PISTON RING – PISTON PIN

8.1 Strictly original without any modifications and in compliance with the technical form of the engine.

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8.2 The original IAME ATT-035/2 template is the reference for checking the shape of the piston dome.

9. REED VALVE

9.1 Strictly original without any modification.

9.2 No machining of gasket planes is authorized.

9.3 Original reed valve cover without modification.

9.4 The thickness of the reed valve/housing gasket is 1mm (allowed tolerance +/- 0.3mm).

9.5 The thickness of the conveyor/housing gasket is 0.8 mm (allowed tolerance +/- 0.3 mm).

10 REED PETALS

10.1 Fiberglass petals (minimum thickness 0.30mm), marked and IAME original authorized

10.2 Carbon fibre petals (minimum thickness 0.24mm), marked and IAME original authorized

10.3 Mixing fiberglass and carbon petals is prohibited.

10.4 Prohibition to modify the original shape

11 CARBURETTOR

11.1 Only the Tillotson HW-27A carburettor supplied with the engine in its original configuration (same brand, same model, same reference) is permitted.

11.2 Only the accessories supplied with the original carburettor and shown on the carburettor data sheet are authorised.

11.3 The spring and the fork are free.

11.4 The mounting of the carburettor is free. (Pump up or down)

11.5 The thickness of the carburettor gasket is 1 mm (Admitted tolerance +/- 0.3mm).

11.6 The original IAME template ATT-035/2 is the only reference to check the shape of the carburettor inlet duct. The shape of the duct must correspond in all respects and over its entire length to the profile of the template.

12 INLET SILENCER

12.1 The inlet silencer (ref. X30125740) must be identical to the original one supplied with the engine (same brand, same model, same reference) with intake tubes of 22mm maximum diameter.

12.2 Protective grilles are optional.

12.3 The rubber sleeve with air filter connecting the inlet silencer to the carburettor is mandatory, it must be installed and comply with the homologation form.

12.4 Any injection and/or spray system is prohibited.

12.5 In the event of rain, the inlet silencer protection device reference SKE005-PN-IAME is authorised or the same model without the Iame logo can be use.

13. CLUTCH

13.1 The centrifugal clutch must engage at 4,000 rpm maximum and begin to move the kart with the Driver in racing conditions.

13.2 The clutch should be fully engaged at 6,000 rpm maximum in any condition, this measurement can be checked with the appropriate hardware if necessary.

13.3 Each Driver will be responsible for the state of wear and cleanliness of the clutch and the friction parts (Friction material and bell).

13.4 The proper functioning of the clutch can be checked at any time during the event, and even after each phase.
The original IAME ATT 047/4 gauge is the reference for checking the clutch drum. In the event of a pre-grid check, any Driver who does not comply with the prescribed value will be prevented from starting.
In the event of a check on arrival, any Driver who does not comply with the prescribed value will be subject to a report of technical non-compliance.

13.5 The tool must not enter the clutch housing in a perpendicular position with respect to the axis of the clutch housing.

14. IGNITION

14.1 Only the original ignitions, Selettra Digital "K" or Selettra Digital "S" are authorized, without any modification.

14.2 The Scrutineers may request the replacement of the entire ignition system or part at any time during the meeting.

14.3 The organizer cannot be held responsible for any possible breakdown occurring after the replacement.

14.4 Only the electronic box/coil the type "C" (16000 rpm) are authorized and must be fixed to the frame or to the engine.

14.5 The markings on the electronic box/coil are mandatory and must be clearly visible without dismantling the electronic box/coil.
Covering them with adhesive tape is prohibited.

14.6 Modifications to the stator mounting, shape and thickness of the rotor key, rotor keyways and crankshaft are prohibited.

14.7 The original IAME ATT-035/7 gauge is the reference to check the correct position of the phase reference marking on the rotor.

14.8 The battery must be secured to the frame and connected to the wiring harness.

15. SPARK PLUG

15.1 Only NGK B9EG - B10EG - BR9EG - BR9EIX - BR10EG - BR10EIX - R6252K-105 - R6254E-105 spark plugs are authorized, strictly original and without any modification.

15.2 The spark plug must be fitted with its original gasket.

15.3 The porcelain insulator must not protrude from the spark plug base and the length of the spark plug base (gasket included) must be 18.5 mm. maximum (Appendix 7 of the CIK technical regulations).

15.4 The only authorized spark plug caps are NGK TB05EMA, PVL 401 222, Selettra 5KOhm (IAME ref. 10543 & 10544).

16 EXHAUST PLANT

16.1 Only the original muffler and exhaust manifold delivered with the engine are authorised, strictly original and compliant with the tech form.
No modification of structure or dimensions is authorized.

16.2 Drilling and welding operations on the muffler are only authorized for the installation of a temperature probe.

16.3 The complete sealing of the exhaust gases between the cylinder and the exhaust manifold must be guaranteed at all times.

16.4 The exhaust gas sealing check can be carried out at any time by plugging the outlet of the exhaust pipe and filling it through the exhaust port with liquid in order to check the sealing.

16.5 The proper sealing of the exhaust system is the responsibility of the Driver.

16.6 A minimum of one original gasket between the cylinder and the exhaust manifold is permitted.

16.7 The use of original IAME X30125375 spacer (thickness 3 mm +/- 0.5) for adjusting the exhaust length is authorised.

16.8 X30 Junior: the use of the original exhaust manifold with the restrictor of 22.7mm as described in the tech form is compulsory.
No modifications allowed.

16.9 Exhaust manifold reference template: ATT-035/9

17 COOLING SYSTEM

17.1 The cooling system must be in its original configuration: a single IAME original radiator (T-8000B or T-8001), a single IAME original water pump (aluminium or black/blue plastic) is authorized and in compliance with the tech form.

17.2 A single IAME original water pump pulley (aluminium or black/blue plastic) is authorized and in compliance with the tech form form.

17.3 The number of radiator supports, black or chrome, is not limited. Machined supports prohibited.

17.4 Only original IAME single or bypass thermostats are authorized, and their use is optional. The housing containing the two-way thermostat can also be installed without the thermostat capsule inside and function as a fitting.

17.5 Only water without any other additives is allowed for cooling.

17.6 Radiator shields, adhesive or mechanical, are permitted but must not be removable while the kart is in motion.
17.7 Original blue water hoses supplied with the engine or the same quality silicone hoses the colour does not make difference, important the same quality.

17.8 The type of water pump drive belt is free.

17.9 The use of the pulley with the belts in position is mandatory.

17.10 The combination of plastic or aluminium water pumps with plastic or aluminium water pump pulleys is permitted.

17.11 All heaters or heater connection systems on the water circuit are strictly prohibited.

18 STARTER

18.1 The engine is fitted with an on-board electric starter.

18.2 The original on-board starting system must be installed with all its components, properly connected and in working properly.

19 SPROCKETS

19.1 Only IAME original Z10 / Z11 / Z12 / Z13 sprockets are allowed.

THE HEART OF KART

IAME SERIES MALTA 2023 – SPORTING REGULATIONS

1. **SPORTING REGULATIONS**
   R33 racing – Iame Series Malta is the Promoter of ISM23. The title of “ISM23” Champion will be awarded to the winning Driver in each category.

2. **REGULATION**
   The English version of these Sporting Regulations will constitute the final text which will be used for any possible dispute based on an interpretation of these regulations. These addenda are sent to all competitors registered by means of "Competitors" Bulletins during the events, or sent to the address (email) given on the registration form for the event.

3. **Candidate ASN and accepting ASN**
   The event is proposed and authorized by the ASN of Malta (MMF)

4. Prizes and trophies for the Event

4.1 A trophy will be awarded to the first three (3) Drivers classified in each category.

4.2 The winner of the overall classification of the championship in each category will be awarded the title of: "Champion".

4.3 The Driver who finishes second in the championship in each category will be awarded the title of:"2nd in the overall classification of the championship".

4.4 The Driver who finishes third in the championship in each category will be awarded the title of: "3rd in the overall classification of the championship".

4.5 The best female Driver among all the categories (in proportion to the number of entries in each category) will be rewarded with the X30 Lady trophy.

4.6 At the end of the final classification of the X30 Master category, the best Driver over the age of 30 (in the current calendar year) will be awarded the X30 Master champion.

4.7 CATEGORIES

4.8 X30 Mini

Entries maximum: 72 Drivers
Age minimum: 8 y.o. (Within the year)
Age maximum: 12 y.o. (Within the year)
Weight minimum: 110 Kg (Total weight kart + Driver in racing conditions)
License: National Entry- ASN affiliated to the FIA, accompanied by a VISA or International G

4.9 X30 Junior
Entries maximum: 72 Drivers
Age minimum: 12 y.o. (Within the year)
Age maximum: 15 y.o. (Within the year)
Weight minimum: 145 Kg (Total weight kart + Driver in racing conditions)
License: National Junior or Senior License or International Karting Licenses of G & F degree issued by an ASN member of the FIA

4.10 X30 Senior
Entries maximum: 72 Drivers
Age minimum: 14 y.o. (Within the year)
Age maximum: /
Weight minimum: 158 Kg (Total weight kart + Driver in racing conditions)
License: National Senior License or International Karting Licenses of F & E degree for Drivers from the age of 14 (reaching their 14th birthday during the calendar year) and issued by an ASN member of the FIA

5.Tyres

Starting from the first day and the first free practice session included in the entry, only KOMET Racing Tires tyres are authorized in the event in case of X30 Mini are the MG for dry and Komet for wet conditions.

5.1 Free practice tires are available from R33 racing – Iame Malta KOMET/MG Tires dealer.

5.2 Distribution of tyres for the official phase of the championship need to purchase from R33 racing – Iame Malta Dealer only.

5.3 It is forbidden to break in rain tires on a dry track.

6. Fuel

6.1 Each Driver will be responsible for purchasing their fuel from free practice until the end of the event. The location of the supply of the
fuel will be indicated in APPENDIX 5 of the Technical Regulations and in the specific regulations of the event.

7. CLUTCH AND RPM CONTROLLER.

When using an electronic or manual clutch and RPM analyser, it is the participant/driver who assumes responsibility for the proper operation of the unit.
Fixings and cables for the unit will need to be purchased by the participant/Driver. The fixing of the support will be mentioned in the Supplementary Regulations.

8. GENERAL COMMITMENTS

8.1 All Drivers, Participants and Officials participating in IMS23 undertake, for themselves, their employees and agents, to observe all the provisions of the International Sporting Code (“the Code”), the Karting Technical Regulations (“the Technical Regulations "), the General Instructions applicable to Events and CIK-FIA International Karting Championships, Cups and Trophies ("the General Instructions"), the Supplementary Regulations of the Event concerned, as well as the Sporting Regulations and the Technical Regulations of IMS23 (Iame Series Malta).

9. TERMS AND CONDITIONS

Participants, Drivers, assistants and guests must always wear the appropriate identification marks issued to them under these sporting regulations.

9.1 No Driver may practice without having previously carried out the Sporting Checks.

9.2 From the first non-qualifying practice, all karts must display their official race number.

9.3 In order to preserve the environment and reduce noise pollution, it is forbidden to warm up the engines in the paddock and around the circuit (parking…).

10 PARK ASSISTANCE - PARC FERMÉ - PRE-GRID

10.1 General provisions

10.1.1 Engine starting is prohibited in the service parks.

10.1.2 Engine starting is prohibited on the pre-grid until the "Engine" sign is displayed.

10.1.3 The starting of engines in these areas is authorized only on request and under the supervision of a technical delegate.

10.2 Only one (1) Driver and one (1) mechanic per kart are authorized in the service parks, on the pre-grid and in the Parc Fermé, and only with the pass provided.

10.2.1 Accredited team managers are authorized to enter the restricted areas only on presentation of the official pass previously obtained from the Organiser's office. Team manager cannot work on a kart under any circumstances.

10.3 Start Service Park

10.3.1 The start service park is the area between the paddock and the pre-grid. Any intervention related to safety issues must be carried out with the approval and under the supervision of a technical delegate.

10.3.2 Only the following operations are allowed:
- Tire fitting
- Tire pressure adjustment
- Track width

10.4 Arrival Service Park

10.4.1 The finish service park is the area between the track and the paddock. Any intervention related to safety issues must be carried out with the approval and under the supervision of a technical delegate.

10.5 Pre-grid

10.5.1 This is the area where the Karts are placed on the ground to access the track.

10.5.2 Only the following operations are authorised: checking and adjusting tire pressure without adding air.

10.5.3 Any Driver who is present, with his kart, on the grid within the time allowed will be considered as starting.

10.6 Parc Fermé

10.6.1 The area is located between the start and finish service parks and is the restricted area of the service park where equipment is parked in the time before technical control or before it can be released a once the official regulation time has expired.
Only the technicians in charge of technical verification, the mechanic and the Driver can access it.

10.6.2 Any intervention is strictly prohibited without the prior authorization of the technical delegate.

10.7 Exceptional conditions

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10.7.1 Delayed start, if the Clerk of the Course considers that for safety reasons the start must be delayed, the following procedure may be
adopted:

10.7.2 Drivers will be authorized to return to the starting Service Park and will only be authorized to carry out the following interventions, under the supervision of the Scrutineers:
- Change of tires
- Tire pressure
- Front and rear track width adjustment
- Replacement of the spark plug
- Installation of the intake silencer protection or rotation of the latter
Any other intervention is strictly prohibited. Any intervention must be carried out exclusively by the Driver or his mechanic. Failure to comply with these instructions will result in the Driver being denied access to the pre-grid or disqualified from the race after the presentation of a black flag.

11. THE EVENT - PRINCIPLE AND PROCEDURE

11.1 Each IMS23 event will include free practice, qualifying practice, Pre-Final and Final. The final distances of the events will be mentioned in the Supplementary Regulations of the Event.

11.2 Free Practice
Before participating in the free practice, all Drivers must have passed the sporting checks and will have affixed their number and name to the Karts (See specific regulations in the technical regulations).

11.3 Non-Qualifying Practice
From non-qualifying practice #1 and for all subsequent competitions, the transponder is compulsory and must be attached to the lower part of the kart seat. The Driver is responsible to mount properly the transponder (operation, etc.)
Each group will be able to carry out its tests according to the schedule. All Drivers and karts must have passed the sporting and technical checks.

11.4 Qualifying practice format

X30 Mini defined in accordance with the limit of the number of entries
X30 Junior defined in accordance with the limit of the number of entries
X30 Senior defined in accordance with the limit of the number of entries
X30 Master defined in accordance with the limit of the number of entries

11.4.1 During the qualifying practice, any stop in the Repair Zone or in the Assistance Zone will be final. The Driver will not be allowed to restart during qualifying practice.

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11.4.2 At the end of the qualifying practice, all Drivers must immediately step on the scale to check the weight. All Drivers will only be able to exit through the Service Park.
If a Driver enters the “Parc Fermé” before the end of qualifying practice for whatever reason, he/she must present himself at the scale in order to check the weight.
All Drivers must only pass through the "Parc Fermé".

11.4.3 The best time during the session will determine the position on the grid for the prefinal. In the event of a tie, the second-best time will be taken into account and so on.

11.5 Warm-up
Only Komet Racing Tyres, specific to each category, in case of X30 Mini only MG for dry and Komet for wet conditions are authorized.

11.6 Qualifying Heats

11.6.1 Classification
For each race, the Driver who has completed the prescribed number of laps in the minimum time will be declared the winner. For all
Drivers who finish behind him, the number of laps completed will not be considered.

11.6.2 The classification of the qualifying heats is determined by the number of laps completed for Drivers who have not finished. Drivers who complete the same number of laps will be classified as having crossed the finish line. The ranking of each event will be counted in points, which will be added to the total sum, according to the principle below:

1	PLACE	PREFINAL 25 POINTS	Final 50 points
2	PLACE	PREFINAL 20 POINTS	Final 40 points
3	PLACE	PREFINAL 16 POINTS	Final 32 points
4	PLACE	PREFINAL 13 POINTS	Final 26 points
5	PLACE	PREFINAL 11 POINTS	Final 22 points
6	PLACE	PREFINAL 10 POINTS	Final 20 points
7	PLACE	PREFINAL 09 POINTS	Final 18 points
8	PLACE	PREFINAL 08 POINTS	Final 16 points
9	PLACE	PREFINAL 07 POINTS	Final 14 points
10	PLACE	PREFINAL 06 POINTS	Final 12 points
11	PLACE	PREFINAL 05 POINTS	Final 10 points
12	PLACE	PREFINAL 04 POINTS	Final 08 points
13	PLACE	PREFINAL 03 POINTS	Final 06 points
14	PLACE	PREFINAL 02 POINTS	Final 04 points
15	PLACE	PREFINAL 01 POINTS	Final 02 points

11.7.3 A Driver who has received the black flag or has been excluded, will not receive points.

11.8. Pre-Finals

11.8.1 The position of the starting grid for the start of the pre-final is determined according to the position obtained in the qualifying.

11.8.2 For all ISM23 categories the order of arrival of the Pre-final determines the starting position for the final.

11.9 Finals

11.9.1 Only the results of the final will count for the final classification.

11.9.2 If the final is stopped and cannot be restarted, and if less than 75% of the scheduled distance has been covered, according to Article 2.21 of the General Prescriptions, the title of winner of the event will not be awarded.

11.9.3 In the event of disqualification from the event following a review or legal action, the Driver will not be classified.

11.9.4 Drivers who have been black-flagged or who have misbehaved in the service area during or after a Race, will be permitted to take part in the following Race by decision of the Stewards. Drivers excluded for technical non-compliance will be by decision of the Stewards following the opinion of the Technical Commission; all other qualified Drivers will be allowed to start.

12 STARTING GRID
Article 2.19 of the General Prescriptions

12.1 Any Driver whose kart(s) are not able to start for any reason, or who has good reason to believe that his kart will not be ready to start, must inform the Official in charge, who will inform the Clerk of the Course as soon as possible.

12.2 The grids are formed based on the best time achieved by each Drivers. If two or more Drivers finish with the same time, they will be decided based on their second-best time, and so on.

12.3 The Driver in pole position of each grid will have the choice of pole position (on the left side or the right side of the track), provided that he informs the Clerk of the Course of his choice as soon as he reaches the Pre-grid. This choice will only modify the first line; the others will not be affected. If he does not indicate his choice, the Driver in pole position of each grid will start the race from the location of the grid which constituted the pole position the previous year. If it is a new circuit, it will start from the place designated by the CIK-FIA, or that designated in the Supplementary Regulations of the Event.

13 DEPARTURE PROCEDURE X30 Mini / X30 Junior / X30 Senior / X30 Master
Article 2.20a of the General Prescriptions (Rolling Start)

13.2 The Stewards may use any video or electronic system likely to help them decide. The decisions of the Stewards may prevail over those of the Judges of Fact. Any breach of the provisions of the Code or these Sporting Regulations relating to the start procedure may lead to the disqualification of the Driver concerned from the Event.

14. CODE OF BEHAVIOR WHEN DRIVING ON KARTING TRACKS

14.1 Observing signals
The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations (Part II) are deemed to form part of the Code of Conduct when Driving. All Drivers must be familiar with these instructions.

14.2 Overtaking

a) During the race, a kart which is alone on the track can use it over the entire width. However, as soon as he is overtaken by a kart that is about to lap him, the Driver must allow the faster Driver to pass him at the earliest possible opportunity.

b) If the Driver who has been overtaken does not seem to notice that another Driver wishes to overtake him, the Clerk of the Course will give him a warning by waving the blue flag, in order to indicate to him that another Competitor wishes to overtake him. Any Driver who disregards the blue flag may be penalized by the Stewards. Systematic or repeated infractions may result in disqualification of the offender from the race.

c) The curbes, as well as their approach and exit zones, can be negotiated by Drivers as they wish, within the limits of the track. Depending on the circumstances, overtaking can be done from the right or from the left. However, manoeuvres that may interfere with other Drivers, such as premature or dangerous changes of direction, more than one change of direction, the deliberate gathering of karts to the inside or outside side of the curve, or any other change dangerous direction, are strictly prohibited and will be penalized according to the importance and the repetition of the infractions, with penalties ranging from a fine to disqualification from the competition. Repeated dangerous driving, even unintentional, may result in disqualification from the race.

d) Any obstruction manoeuvre carried out by one or more Drivers, having or not having a common interest, is prohibited. Persistent driving of multiple karts abreast is permitted only when no other kart is attempting to overtake**.**

e) The penalty imposed for ignoring the blue flag will also be applied to Drivers who obstruct part of the track. It will be more severe in the event of systematic obstruction, ranging from a fine to disqualification from the race. The same penalty will be applied to Drivers who oscillate from one side of the track to the other in order to prevent other Competitors from overtaking.

f) The repetition of serious errors or the appearance of lack of control of the kart (such as leaving the track) may lead to the disqualification of the Drivers concerned.

g) During the event, only the track can be used by the Drivers.

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

15. SCALE, WEIGHING PROCEDURE

The scale used during the day will be in the Support Zone. This scale will be the only one to be officially used. The scale will be accessible from the unofficial qualifying sessions.

15.1 After the Qualifying Practices, the qualifying heats and the Races of the final phase, any kart crossing the line will be weighed. If the kart is unable to reach the Weighing Zone by its own means, it will be subject to the exclusive control of the Race Marshals, who will go or have the kart picked up. The Driver will present himself at the Weighing Zone as soon as he returns to the pits, in order to be able to have his weight recorded.

15.2 At the end of the Qualifying Practice, the Driver and his kart will be weighed simultaneously then separately. If, for a reason of "Force Majeure", the Driver is unable to go to the scale at the end of the Qualifying Event or the race of the final phase, his kart must be weighed alone. The weight of the Driver recorded after the Qualifying Practices will then be added to that of the kart.

15.3 No solid, liquid or gaseous objects; no substance of any kind may be added, placed or removed from a kart before the weigh-in (Except by a Scrutineer as part of his official duties).

15.4 Only Scrutineers and Officials may enter the Weighing Zone. No intervention whatsoever is authorized in this Zone without the agreement of these Officials.

15.5 No kart or Driver may leave the Weighing Zone without the authorization of the Technical Steward.

15.6 Any breach of these provisions relating to the Weighing of karts may result in the disqualification of the Driver and the kart concerned.

15.7 The Organizers will place the scales under a shelter, at the entrance to the "Arrival" Service Zone and will ensure that there are enough personnel to place the karts on the scales. The Mechanics will stay away from the karts until the Weighing Procedure of their kart has been completed.

15.8 If the weight of a Driver and his kart is below that specified in the Technical Regulations, the result will be communicated in writing to the Participant, and the kart and its Driver will be excluded from Qualifying Practice, the Qualifying Heat or the Race in question**.**

15.9 The Organizer must ensure that it has certified weights to calibrate its scales.

15.10 It is absolutely forbidden to drink, pour water on your clothes, and put any type of liquid inside the "Parc Fermé" area.

16. PENALTY APPLICABLE FOR NON-COMPLIANCE OF THE FRONT FAIRING.

The black flag with orange disc will not be shown to a driver if their front fairing is no longer in the correct position.

A penalty of 5 seconds will apply after the observation of the facts by the officials (Race director, judge of facts, stewards and scrutineers) at the crossing of the finish line, when returning to the service park or before moving on to weighing on the scale.
The penalty is indisputable and final. The penalty is notified to the Driver in the finish service park and each Driver is asked to sign the report sheet. The report sheet is sent to the Sporting Commission and the penalties are applied instantly.

Drivers / Competitors who have had a penalty will not be called by the Sporting Commission.

A Driver intentionally causing the detachment of the front fairing of another Driver (Ascertained by an official or a judge of fact), will be penalized by disqualification (qualifying practice, qualifying heats, pre-final or final).

Drivers are strictly prohibited from attempting to reattach or reattach the front fairing, whether on the track, on the pickup trailer or in the finish service area. The violation of such a prescription is subject to the disqualification of the Driver (qualifying practice, qualifying heats, pre-final or final).

Any modification noted on the CIK / FIA fixing system or on one of its components is likely to lead to the Driver's disqualification from the event, without the possibility of appeal.

17. GENERAL SECURITY
Article 2.14 of the CIK-FIA General Prescriptions.

18. GO-KART SAFETY
Article 3.1 of the CIK-FIA Technical Regulations.

19. DRIVER SAFETY
Article 3.2 of the CIK-FIA Technical Regulations.

20. BRIEFING
Article 2.18 CIK-FIA General Prescriptions.

The Briefing is mandatory for all Drivers and Participants. The exact time will be included in the event schedule. Drivers and Competitors are therefore requested to be present. The presence of the Drivers may also be required during an additional briefing which will take place on Saturday and Sunday, by decision of the Clerk of the Course. It is the duty of the Drivers/Competitors to inquire about any additional briefings. This information will appear on the official signs.

21. ADDITIONAL INSPECTION

The Organizer has the right to keep any engine after the end of the final Technical Check and to send it to IAME S.p.A. for additional checks.

Any problem noted by IAME S.p.A on these engines will not affect the decisions taken by the Technical Controllers, or the final result of the event, but it will be indicated by a written declaration to the Organizer, who will have all the power to refuse the commitment of the Driver or Team concerned by the non-compliance in future events.

Once IAME S.p.A. has completed the checks, the engines are returned to their owners, as soon as possible and in the same conditions in which they were collected after the event, regardless of the result of the check.

Any Driver or Team refusing to present his engine for inspection will no longer be authorized to participate in any Event organized by Iame Series Malta. These decisions are final and not subject to appeal.

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22. RESPONSIBILITY

The Promoter and the Organizer of the event as well as the owners of the circuit decline all responsibility in the event of equipment stolen or lost during the events.

Each Driver, Competitor and Team is responsible for his own equipment in the paddock, on the track or in any private area of the site.

23. TITLE VALIDITY

Each competitor, manufacturer or affiliated third party publishing the results of a competition or a record attempt, will mention the exact conditions of the performance in question, the nature of the event or record, the category, class, etc. of the vehicle as well as the position or the result obtained.

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