

INDIKART SERIES

Proposed Regulations for 2018

Bambino's

2 Classes:

1. IAME – As per John Mill's Regs, no exceptions. Bambino homologated chassis only (see list in Gold Book). Carb - **TILLOTTSON HS 323-A (must conform to tillottson fiche)**
2. Comer – As per MSA Regs, no exceptions. Bambino homologated chassis only (see list in Gold Book).

Sprocket Sizes – Open.

- Only engines using standard carburettors and standard exhaust systems (as per MSA Regs, no exceptions).
- Standing starts.
- Driver Age 5 – 8 yrs old.
- Tyres – Slicks, MSA Cadet SL3 & MSA Cadet LS2 Slicks(2017) – Wets, MSA Cadet KT3. (Or Le Conts).

Cadet's

2 Classes:

1. IAME – All Engines/Carbs & Exhausts to MSA spec (NO EXCEPTIONS)
 2. Honda – Engines; GX200 RPM Sealed Honda Engines Only.
Honda Engines may be exchanged for an RPM supplied unit at the organisers discretion to be returned at the end of the meeting.
Only engines using standard carburettors and standard exhaust systems as per the RPM spec.
- Homologated Cadet chassis only (see Gold Book).
 - Minimum driver/kart weight to be 105Kg at end of race.
 - Rolling starts.
 - Tyres – Slicks, Dunlop LS2, – Wets, Dunlop KT3.
 - No tyre warming on the grid.
 - Driver Age 7 – 12 yrs old.

Junior 2 Stroke, - All Junior Classes (Junior Rotax/ Minimax/TKM/Blue/Junior X30

- Minimum Age – The year of your 12th Birthday.
- Junior drivers up to 16 years of age.
- Engines must conform to MSA spec internally such as barrel/bore/stroke plus standard carbs and exhaust systems only to be used.
- Maximum engine capacity 125cc.
- Rotax Engines without power valve only.
- X30 with restrictor for old exhaust type.
- Minimum weight for all classes 140 kg. For Junior X30 142 Kg.
- No front wheel brakes.
- Rolling Starts.
- Separate class for Junior TKM.
- Tyres – Open.

Senior 2 Stroke

- Senior drivers from the age of 16 yrs of age.
- Minimum driver/Kart weight 162 Kg at end of race.
- Engine choice of Rotax 125 Max, IAME Formula Blue(all versions), Senior X30, KGP, Parilla Leopard, Vortex ROC 125, PRD 125 etc.
- Engines must conform to MSA spec internally such as barrel/bore/stroke plus standard carbs and exhaust systems only to be used.
- Polishing of ports is allowed.
- **Max. Engine capacity 125CC.**
- Tyre choice remains open as normal.
- Rolling starts.
- No front wheel brakes.

Senior 2 Stroke Heavy

- Regs. as per Senior 2 Stroke above apart from weight.

- Minimum driver weight to be 85KG in full racing equipment.

Senior TKM

- Senior drivers from the age of 16 yrs of age.
- Minimum driver/kart weight to be 150kg.
- TKM engines (including Juniors) as per MSA spec including carbs and exhaust. No restrictor required.
- Rolling starts.
- Tyre Choice remains open.

4 Stroke

Classes for 2017

- 1. Senior Thunderkarts –
 - Engine Type : 4 stroke air cooled. Centrifugal Clutch. No gearboxes. Open Tuning. Naturally aspirated.
 - Engine examples : V-Twins and Singles from the following; Honda, Kohler, Briggs and Stratton, etc. Clones engines
 - Front brakes allowed.
 - No weight limit.
 - Tyre choice open : Slicks and Wets.
 - Maximum of 3 digits on each number plate.
 - White number plates with black numbers on rear bumpers.
 - Standing starts.
- 2. Prokarts Extreme – Sealed GX200 Engines from RPM. Drivers over 16 yrs. Min weight at end of race 180Kg. Engines may be taken at end of race and sent to RPM.
- 3. Prokarts B – Senior Drivers using GX160 engines. Min weight at end of race 175Kg. Red number plates.
- 4. Prokarts A – Senior Drivers using GX200 engines. Min weight at end of race 180Kg. Yellow number plates.
- Exhausts must be silenced.

Gearbox

- A Senior Class for all Gearbox karts ie. 125, 250, 210 and DD2's. Separate championship classes dependant on entry numbers.
- Standing Starts.
- Tyres: Slicks – Le Cont Prime, Wets – Open.

General Regulations

- Champions will be entitled to run the No. 1 plate if remaining in the same class.
- Best 8 from 10 rounds to count.
- All karts to display numbers on side and front.
- Driver discipline to be rigorously enforced using place penalties and driver exclusions.
- Any 3rd party involvement during or after race will result in the driver being excluded.
- Championship Registration required of £10 for 2018.
- Race Entry fee £45.
- Front wheel braking not allowed, except for Gearbox class.
- Roadside Pump Fuel only. (No AVGAS). Samples may be taken.
- No tyre softeners of any description may be used.
- All drivers or parent/guardians must attend drivers briefing (none compliance = exclusion from race.)
- All drivers must visit scrutineering after race.
- Scrutineering – All competitors must be prepared to allow full inspection of engine, carb and exhaust components and maybe required to exchange Honda sealed engines(RPM) in the Honda Cadet class. Failure to comply will result in exclusion from meeting which cannot be counted as a dropped round.
- All drivers are liable for the safe return of transponders. Failure to do so will result in a £190 surcharge.
- No warming of tyres allowed on the dummy grid (scuffing rears).
- All drivers to keep their unique racing number for the season (no changing of numbers through the season) and only Nos. 2-99 (no 3 digit numbers) to be used.
- All drivers to use the designated numbers and number plates, stated below, during all racing.

IAME Cadet – Yellow plate/Black numbers.

Honda Cadet – Yellow plate/Red numbers.

Junior 2 Stroke (X30/Rotax) – Red plate/White numbers.

Junior 2 Stroke(TKM) – Blue plate/White numbers.
Senior 2 Stroke – Blue plate/White numbers.
Senior 2 Stroke Heavy – Green plate/White numbers.
Senior TKM – Red plate/White numbers.
Thunderkart – White plate/Black numbers.
Class B GX160 – Green plate/White numbers.
Class B GX200 – Red plate/White numbers.
Class B Extreme – Yellow plate/Black numbers.
Gearbox – Green plate/White numbers.