

B2.0 IAME M1 Bambino UK SPECIFIC REGULATIONS

Affiliation Commercial

B2.1 Engine. IAME M1 60cc U.K. two-stroke engine equipped with recoil starter, ignition, centrifugal clutch, carburettor, inlet silencer and exhaust system. The power unit, as raced must conform in all aspects with the official MSA homologation fiche and must bear the relevant official IAME markings as shown in the official homologation fiche. The machining of ANY surface is strictly prohibited. Compliance with the official homologation fiche may be checked at any time during an event, with the technical checking tools supplied by IAME. No addition of, or other change of material is permitted. No modification or tuning for whatever purpose is allowed, except for that listed in the following regulations, or where expressly permitted by the IAME UK. Where specific dimensions are not given for the engine and its supplied accessories in the official homologation fiche, the dimensions will be checked against a control engine held by the IAME UK. Procedures for taking measurements and details of measuring gauges are defined in the 'MSA Measurement Guidelines' document available from the MSA on request. Any engine used must have its individual identification number registered with John Mills Engineering Ltd (JME).

B2.1.1 Engine Replacement Parts. The only replacement parts allowed are those supplied by IAME and listed on their parts list for the homologated engine. Replacement parts must carry the manufacturers part number and/or marking where applicable.

B2.1.2 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

B2.1.3 Bearings. Main bearings part number 6204 C4 must be unmodified, complete with 8 steel balls and plastic cage. ORS must be used.

B2.1.4 Engine Lubrication. The only oils permitted are those specified in the current CIK list of homologated lubricants. The current list can be found on the CIK-FIA website at www.cikfia.com.

B2.1.5 Engine Management. Engine management equipment/systems are prohibited.

B2.1.6 Engine Sealing. All engines will remain unsealed in their normal use. However, the event scrutineer appointed for the meeting 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.

B2.1.7 Engine Modifications. The engine must be raced in standard form as manufactured and supplied by IAME unless otherwise stated. Fixtures and fittings are free. Filing, grinding, polishing, surface treating, machining, adding or removal of material or lightening of any component, including for repair purposes, is not permitted unless otherwise stated in these regulations or unless expressly permitted by the MSA.

The following minor repairs/modifications/additions are permitted:

- (i) Repair of damaged threads in the crankcase and/or cylinder with helicoils or timeserts.
- (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:EA 10310) 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) Use of optional O-ring seal (part no: A-60565) and needle cage (part no: B-55598) for the clutch assembly.
- (vii) The addition of protective material to the HT-lead.
- (viii) Use of a maximum of two base gaskets (part nos: EBP-85045, EBP-85046 or EBP-85046-A) and/or a maximum of four head shims (part nos: A-61047 or A-61048), in any combination.
- (ix) Honing of the cylinder.
- (x) 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.

The following repairs/modifications/additions are specifically not permitted:

- (i) Painting of the cylinder head or cylinder.

- (ii) Repair of the cylinder head spark plug thread.
- (iii) Repair of any of the fins, however the engine can be used with any fins in their broken form.
- (iv) Any device mounted on the kart to aid in the cooling of the engine is strictly prohibited, unless stated on the MSA homologation fiche.

B2.1.8 Engine Eligibility. The checking of the combustion chamber volume must be carried out as described in the Official homologation fiche with TQF oil and using a digital burette. 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.

B2.1.9 Engine Price. The retail price of the engine, when new, including the carburettor, ignition, clutch, engine sprocket and complete exhaust system when sold in the U.K. will be £899 + VAT.

B2.2 Exhaust. Exhaust with part no. EH-04011 must be used. The exhaust system and silencer must not be modified in any way and must comply at all times with the official homologation fiche. The use of heat shield part no EH-05011 is mandatory.

B2.2.1 Exhaust Restrictor. The exhaust restrictor plate as defined in the official homologation fiche must be in place at all times. The restrictor must be as manufactured by IAME and supplied by JME and must comply with the official homologation fiche, no modifications are permitted. One single exhaust restrictor gasket either side (part no: A-61360) must be used. The use of any additional gasket is prohibited. All exhaust gases must pass through the restrictor. As per B1.4.2, IAME UK reserves the right to amend the maximum diameter of the restrictor orifice during the year, with a minimum notice period of 2 weeks.

B2.3 Carburettor. Tillotson HS- 325, laser marked 'IAME'. The carburettor must remain unmodified and conform in all aspects to the official MSA homologation fiche. Two inlet gaskets (part no: A-61822), one on each side of the thermal block, must be used. The use of any additional gasket is prohibited.. Any parts fitted must be original parts as shown on the spare parts list in the official homologation fiche, and must remain unmodified. The only gasket set permitted is the orange type as supplied as new (part no: DG15 hs). The paddle spring is free but must be the original Tillotson part and remain unmodified. Only one inlet tension spring may be fitted at any time and it must be an original Tillotson part as listed on the official homologation fiche and remain unmodified.

B2.3.1 Inlet Silencer. The inlet silencer (part no: EG-03010) must be used unmodified as supplied by IAME for the M1 60cc U.K. engine.

B2.4 Transmission. Direct from the engine to the rear axle via a single length of chain. The clutch must be as supplied by IAME for the M1 60cc U.K. engine and must comply at all times with the official homologation fiche. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance.

B2.5 Weight. Minimum TBA kg, including the driver.

B2.6 Plates. Yellow with black numbers