

## IAME Bambino Class Regulations - 2025

1. **Karts.** Must comply with the Technical Regulations in the current NCR Ch.18 App.8, except where detailed below.
2. **Chassis.** Motorsport UK registered Bambino chassis only, see Karting Yearbook Appendix 1 or [motorsportuk.org/resource-centre/#technical-kart](https://motorsportuk.org/resource-centre/#technical-kart)

Each Competitor is authorised to use only one (1) chassis for the Meeting.

In the event of damage to a chassis, after examination by the Chief Scrutineer if it is in the opinion of the Chief Scrutineer that it is not practical to repair in time, a replacement chassis of the same make and model as the damaged chassis may be authorised to continue the Event. In the event of a request for authorisation of a replacement chassis, the fully prepared Kart must be re-presented for scrutineering before the authorisation will be considered.

3. **Materials.** Carbon fibre, Kevlar, Magnesium, Ceramic and Titanium components are prohibited anywhere on the complete kart.
4. **Bodywork & Bumpers.** As registered with the chassis. Fitment of the CIK-FIA detachable front fairing mounting kit is not a requirement. Bodywork must not be modified in any way.
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.

6. **Steering.** No modification to stub axles whatsoever is permitted, only standard as manufactured can be used.

Steering wheel is free, if mounting data acquisition equipment this must be mounted in line with the dish of the wheel.

All steering columns must be fitted with a security ring located below the top column mount and secured with a minimum of two locked grub screws.

Caster/camber adjustment is permitted by the use of top caster/camber adjustment pills. These can be added by means of a top hat style pill/adjuster or OE sniper style adjustment in replacement of the standard blank pill. The bottom pill under the front stub axle must remain of blank standard type only. Any shrouding/covering of adjusters/yokes/top hats is not permitted.

7. **Floor Tray.** Only Aluminium floor trays are permitted, and fittings must always be tight.

8. **Engine.** Each Competitor is authorised to submit to scrutineering and use a maximum of two (2) engines for the Meeting.

The Engine/Carburettor must be operated in unmodified form and at all times conform to the official IAME fiche and any additional published bulletins. Any modification to engine and/or carburettor beyond the scope of the IAME fiche or this document is forbidden. Strictly no modifications, adding or removing material, tuning, porting, polishing, surface coating, painting, skimming, trimming, grinding or shielding for whatever purpose is permitted.

Only M1 main bearing ORS 6204 TN1 C4 or SKF 6204 TN9/C4 is permitted.

9. **Engine numbers and Crank.** Only engine numbers prefixed S6, T6, V6, Z series and 0 Series are permitted. Crankshafts from batch number E31 forward are permitted.

10. **Squish.** Base gasket and shim combinations can be used to achieve the squish measurement but a combination of no more than three gaskets and 4 metal shims are permitted.

11. **Spark Plugs.** Only NGK BR8EG, BR9EG, BR10EG, BR8EIX, BR9EIX, BR10EIX are permitted.

These must carry the original factory washer, unless using an under plug temperature lead of the same thickness, in which case it may be discarded. The scrutineer will have the final say on what under plug temp leads are permitted or not. The insulator must not exceed the sparkplug thread the length of the thread itself must be max. 18.5mm (CIK-FIA Karting Technical Regulations Appendix 5).

12. **Exhaust system.** Exhaust system and joints to be leak free in entirety. Signs of leakage around the restrictor/fixing area will be deemed a performance enhancement, it is the competitor's responsibility to ensure exhaust bolts are tight at all times. Only 1 exhaust gasket front and back of restrictor is permitted. The only permitted exhaust restrictor is the 11.5mm IAME restrictor in accordance with the Technical Documents for the Event.

13. **Fuel system.** One inline fuel filter is permitted of a sealed renewable type or plastic Tillotson two-piece reusable filter.
14. **Oil.** Silkolene Pro KR2, minimum of 3%.
15. **Wet weather running.** It is permissible when racing /operating in 'wet' or open' meeting status only for a wet box to be fitted and it must be installed as per manufacturer instruction in a way as to prevent water ingestion to the engine and not limit air flow and cooling to the engine. Further to the wet box a flat plastic plate may be applied to the two chassis rails directly under the carburettor on the top of the chassis rails ONLY and must not be greater than 22cm x 22cm x 0.5cm. The plate must be secured with a minimum of 3 cable ties. The plate can be run on its own or with the wet box but only in 'wet' or 'open' meeting status, for 'dry' status neither may be fitted.
16. **Replacement parts.** Any replacement parts required in the service and or repair of the engine must be original manufacturer components or Class Stakeholder approved.
17. **Transmission.** Direct from the motor to the axle via a single length of chain. Only full 74, 75 or 76 tooth rear sprockets (no 'half-tooth' sprockets) and standard IAME 10t front sprocket may be used.
18. **Clutch.** The internal components and running surfaces both the clutch and drum must remain dry and free of grease or lubricant and any additional substance. It is advised to run the standard rubber O ring washer behind the clutch drum although not essential, care should be taken at all times to ensure the clutch bearing is not being over lubricated to ensure running surfaces remain dry and free of ANY substance at all times.
19. **Axle.** Magnetic steel, as registered with the chassis. Must be fitted with circlips on the ends of the axle. Axle to be fitted with two bearings containing steel ball races. Ceramic or exotic material bearings are strictly prohibited. Bearings to be tightened to axle, multipoint locating grub screws. Quick release bearing carriers are prohibited.
20. **Chain/Sprocket Guard.** A chain/sprocket guard complying with NCR Ch.18 App.8 Art.35.12 must be fitted.
21. **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, radially vented discs are not permitted. A dual-linkage (secondary cable) must be fitted at all times.

22. **Brake Disc Protector.** Where required by the regulation, a brake disc protector in accordance with NCR Ch.18 App.8 Art.7.11 must be fitted.
23. **Tyres.** Le Cont MSA 04, all-weather tyres.  
Front: 10 x 4.00 x 5, Rear 11 x 5.00 x 5.  
The minimum tyre treads depth is 1mm at any point.
24. **Wheels.** Material: Aluminium only.  
Offset: Open.  
Front: Single point mounting direct to stub axle. 3 point fixing hubs also permitted. The stub axle must not protrude beyond the outside edge of the front wheel.  
Rear: 3 point fixing to standard short hub. No double bolt rear hubs.
25. **Weight.** Minimum 78kg, including the driver. Minimum driver weight as per NCR Ch.18 App.8 Art.31.10 is 20.5kg.
26. **Number Plates.** Green with black numbers (see NCR Ch.18 App.8 Art.30). The numbers must be of the 'Classic' type described in NCR Ch.18 App.8 Art.30.9. Full-size rear number plates only - no cut down or trimmed plates.  
Side pod number plates/stick-on panels must be a minimum of 16.5cm high by 7.8cm wide, with a minimum 1cm space on all sides of the numbers. Numbers must be a minimum of 13cm high, and minimum 1.5cm stroke width. They must be displayed in accordance with NCR Ch.18 App.9 Drg.14.
27. **Data Logging.** The collection of engine data is permitted through means of a Mychron/Alfano or similar, an under plug engine temperature probe is allowed but exhaust temperature or EGT/CHT is NOT permitted.