



**IAME BAMBINO CUP UAE
TECHNICAL REGULATIONS
2025/2026**

NAME OF SERIES: IAME UAE Bambino Cup

ORGANIZER: RAK Track

TECHNICAL REGULATIONS PART 1 OF 2 (GENERAL) (ARTICLE 1-5)

The Appendix 1 of the Series Regulations applies for the IAME Bambino Cup. The English text is the authentic version. The Organizer of the series reserves the right to issue additional statements concerning the Technical Regulations (previously approved by the ASN proposing the Challenge) from time to time following the agreement of the ASN presenting all such statements will be issued to all registered competitors by way of Competitors' Bulletins at the race meeting, posted on the official series website or by e-mail.

1. DEFINITIONS

1.1 Article 26.2 of Appendix 1 of IAME Series UAE

2. GENERAL PRESCRIPTION

2.1 General: Article 26.3 of Appendix 1 of IAME Series UAE

3. KART AND EQUIPMENT SAFETY

3.1 Kart Safety: Article 26.2.2 of Appendix 1 of IAME Series UAE

4. ORGANIZER'S SUPPLEMENTARY PROVISIONS

4.1 Scrutineering

A mandatory check will be carried out before the start of first Time Trial at every Round. It must be possible to identify the homologated equipment using the technical descriptions (drawings, dimensions, etc.) on the homologation form. For any used equipment, which has been homologated, each competitor shall be able to submit the relative homologation forms to identify the homologated equipment. For identification and control it must be possible to identify the homologated equipment.

4.1.1 Each Driver will be entitled to submit to Scrutineering the following equipment:

4.1.1.1 One (1) chassis.

4.1.1.2 One (1) engine.

4.2 Chassis

Only chassis produced by well-known manufacturer will be allowed.

4.2.1 Materials Prohibited: Carbon Fibre, Magnesium, Kevlar & Titanium Components

4.2.2 Maximum rear width of tyres: 1100 mm

4.2.3 Safety brake cable to be fitted

4.2.4 Chain guard must be fitted

4.2.5 Wheel base: 780mm (±20mm)

4.2.6 Rear axle: 25mm solid, 30mm solid or 30mm hollow

4.2.7 Brake system must be mechanical type and work on rear wheels only

4.2.8 Brake discs must be secured to the brake disc holder by means of bolt and lock nut

4.2.9 Caster/Camber adjustment is not permitted

4.3 Engine

- 4.3.1 Engines to be used are the standard, unmodified IAME M1 60cc.
- 4.3.2 These engines are complete and in standard condition as manufactured by IAME and must always remain within the confines of the original IAME engine fiche (no. 392/B)
- 4.3.3 It is expressly forbidden to swap, add, modify or in any way alter the specification or function of any component of the engine unit which should remain as received throughout the event.
- 4.3.4 Should the competitor encounter any technical issue with the engine, they should immediately present it to the Scrutineering Team for inspection.

5.5 Fuel and Oil

- 5.5.1 Fuel will be non "Parc Ferme" status.
- 5.5.2 It will be each competitor's responsibility to purchase their own petrol from UAE petrol stations for free practice until the end of the race weekend. No racing fuels or additives are allowed.
- 5.5.3 Nominated petrol station will be stated in the Supplementary Regulations of the event. It is mandatory to employ only the indicated fuel in all Official sessions.
- 5.5.4 The requirements specified in these regulations are intended to ensure the use of fuels predominantly composed of compounds normally found in commercial fuel, and to forbid the use of specific power-boosting chemical compounds.®
- 5.5.5 The petrol must be unleaded, maximum 98 octanes.
- 5.5.6 The oil mixture ratio shall be 3%.
- 5.5.7 It is forbidden to add any liquid and/or power-boosting chemicals in the petrol.
- 5.5.8 The Scrutineer/Organizer, following a decision of the Stewards, have the right to change/replace any Entrant or Driver's petrol at his/her discretion and at any time.
 - 5.5.8.1 Case 1 - Should this be the case, the Entrant / Drivers will be asked to enter servicing park without petrol in his/hers petrol tank, here the fuel will be added, at no cost for the driver.
 - 5.5.8.2 Case 2 - Petrol will be changed without warning, at no cost for the driver. Changed/Replaced petrol will be from the petrol as stated in the supplementary regulations of the event. It is recommended that evaluation of fuels at the racetrack be conducted using one or all of the following tests:
 - 5.5.8.2.1 Digatron DT- 47 Fuel Meter Test.
 - 5.5.8.2.2 Specific Gravity Test
 - 5.5.8.2.3 Water Solubility Test

5.7 Tyres

- 5.7.1 IAME Bambino Cup Tyres
Komet Racing Tyres Model K1D-M
Size: Front: 10 x 4.00-5 / Rear: 11 x 5.00-5
- 5.7.2 Tyres Availability
Tyres must be obtained directly from IAME Series UAE Organizer (RAK Track).
There is no minimum or maximum amount of tyres per event. Tyres may be used at consecutive events.

5.8 Racing Number

Racing numbers must be black, in an Arial font on a yellow back- ground.

For short circuits, they must be at least 15 cm high and have a 2 cm thick stroke.

Racing numbers must be bordered by a yellow background of at least 1 cm.

They must be fitted before scrutineering, on the front panel, rear wheel protection or rear number plate, and on both sides towards the rear of the bodywork.

The number plates must be made of flexible opaque plastic and be visible at all times. They must be fixed without possibility of removal.

The range of numbers is 1 to 99.

5.9 Driver Name and Nationality (Optional)

Display of Driver Name is optional. Should the driver wish to display his name and nationality on the kart, the Driver's name and the flag of his nationality (The flag displayed must be as per the nationality of the License) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm.

5.10 Gearing

Rear gear fixed at 85. Front gear fixed at 10.

TECHNICAL REGULATIONS PART 2 OF 2 (ENGINES) (ARTICLE 6-7)

6. **ENGINES**

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6.1 Technical Regulations

All Technical Regulations are available on: www.iame.ae.

7. **IAME M1 60cc – BAMBINO**

Any modification or adjunction on the engine and its accessories, if not expressly authorized, is forbidden. IAME considers as modifications any action changing the initial aspect and dimensions of an original part. Any modification and/or installation having as a consequence to alter a dimension and/or its control possibility is strictly forbidden. The Entrant is liable for the conformity of their equipment.

7.1 The following original homologation forms of the engine:

7.1.1 «392/B» M1 60cc – Pull Start

7.1.2 «392/B» Carburetor Tillotson HS-325A

Are the integral parts of the technical regulations.

7.2 Only the IAME M1 60cc 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 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. 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.

7.3 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.

7.4 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: NGK: BR9EG, BR10EG,

7.5 Bearings

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

7.6 Engine Management

Engine management equipment/systems are prohibited.

7.7 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 organiser.

7.7.1 The following minor repairs/modifications/additions are permitted:

7.7.1.1 Repair of damaged threads in the crankcase and/or cylinder with helicoils or trimesters.

7.7.1.2 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 no permanent type, e.g. tape or cable ties.

7.7.1.3 Decals applied on the engine side covers (part no. EA 10310) and on the inlet silencer.

7.7.1.4 Modification of the chain guard upper edge to prevent fouling on the chain.

7.7.1.5 Use of throttle linkage (part no: 12-1219) with slot.

7.7.1.6 Use of optional O-ring seal (part no: A-60565) and needle cage (part no: B-55598) for the clutch assembly.

7.7.1.7 The addition of protective material to the HT-lead.

7.7.1.8 Use of a maximum of two base gaskets (part no: EBP-85045, EBP-85046 or EBP-85046-A) and/or a maximum of four head shims (part no: A-61047 or A-61048), in any combination.

7.7.1.9 Honing of the cylinder.

7.7.1.10 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.

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

7.7.2.1 Painting of the cylinder head or cylinder.

7.7.2.2 Repair of the cylinder head spark plug thread.

7.7.2.3 Repair of any of the fins, however the engine can be used with any fins in their broken form.

7.7.2.4 Any device mounted on the kart to aid in the cooling of the engine is strictly prohibited, unless stated on the homologation fiche.

7.8 Engine Eligibility

The checking of the combustion chamber volume must be carried out as described in the Official homologation fiche with TQF oil or similar 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.

7.9 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.

7.10 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 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. IAME reserves the right to amend the maximum diameter of the restrictor orifice during the year, with a minimum notice period of 2 weeks.

7.11 Carburettor

Tillotson HS-325A, laser marked 'IAME'. The carburettor must remain unmodified and conform in all aspects to the official 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.

7.12. Inlet Silencer

The inlet silencer (part no: EG-03011) must be used unmodified as supplied by IAME for the M1 60cc engine.

7.13 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. 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.