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1 Race regulations

The rulebook referred to in the regulations refers to the AKK rulebook currently in force and the sport regulations refer to the AKK karting sport regulations. AKK is the umbrella organization for motorsports in Finland under the FIA. The regulations can be specified with additional competition-specific regulations if necessary. The competition schedule or its link will be published in the competition notice. The race control refers to the race director or clerk of the course, whose composition may vary depending on the competition.

1.1 Categories

Categories:

X30 Mini (8–12v.)	IAME WaterSwift 60cc engine
Mini (at least 10 years old)	Mini 60cc engine according to AKK regulations
X30 Junior (12–16-v.)	IAME X30 engine (22.7 mm exhaust choke on new exhaust pipe)
X30 Senior (at least 14 years old)	IAME X30 engine
X30 Senior Heavy (at least 14 years old)	IAME X30 engine
X30 Master (at least 30 years old)	IAME X30 engine
X30 Amateur (16–29-v.)	IAME X30 engine (with special permission only)

A separate award will be given to the X30 Veteran (best driver over 45 years old). If the finals are tied, the class with the most drivers will be awarded. A driver who is driving in the class for the first year will drive with Rookie status. All Master class regulations apply to the X30 Senior Heavy and X30 Amateur classes, except for age limits. A driver whose weight with riding equipment without additional weights is at least 82 kg can participate in the Senior Heavy class. Participation in the X30 Amateur class is at the discretion of the promoter.

1.2 Age of participants

A competitor can participate in the competition in their age group from the beginning of the year in which they reach the minimum age for that group. The upper age limit includes the entire year in which the driver reaches the age limit. Overlapping age ranges allow the driver to choose a group based on their size and skill level.

1.3 Licenses and insurance

All licensing regulations in accordance with karting regulations. Each competitor's kart must have valid motor vehicle insurance. By participating in the competition, the driver confirms that they have valid insurance. Mechanics operating in the service park area of the competition are required to have an AKK announcer, custodian, mechanic or competitor license.

EXPLANATION: According to our information, the cheapest insurance is the unregistered vehicle insurance from OP Pohjola's corporate side. Insurance can also be so-called transfer plates taken from the scrutineering office for the race weekend.

1.4 Registration, payments and cancellations

Registration for the competition takes place in the Racekernel.com system and the AKK's Kiti system. The organizer will handle all foreign registrations to the Kiti system. The organizer has the right to accept or reject entries. The participation fee for the weekend is 250 euros and there is no separate eco-fee charged for the competition. If the class competition is a one-day competition, the participation fee is 140 euros. Payment will be made in the manner specified in the race information package. To the IAME Finland online

store. The registration fee and competition tire fee must be paid to the IAME Finland online store by the end of the registration period or you will have to pay a late registration fee of +50 €.

If a competitor cancels their participation, they must notify the organizer in writing (email to info@iame.fi) with the reason for their withdrawal from the competition in good time, at the latest before the end of the late registration period, or they are obliged to pay their participation fee to the organizer. A valid reason is not participation in another karting competition or other car or motor sports event.

EXPLANATION: Example of an accepted cancellation email: "Hi, we have to cancel the participation of Junior class number 666 in the IAME Series Finland 2025 - Lahti competition due to illness / equipment breakdown / work disability."

1.5 Timekeeping

The driver must have a personal transponder, the number of which must be reported to the Racekernel system when registering. The organizer has a limited number of transponders for rental for competitions. The rental price is 50 € / weekend. The competitor is responsible for the reliable attachment of the transponder and for its sufficient power during the event. When returning a rental transponder that is found to be broken, the competitor will be charged a repair fee, which is 350 euros for a yellow transponder and 550 euros for a red one. If the driver's transponder does not work, he may be flagged off with a technical flag. This is also the case in official practice, where failure to comply with the flag automatically results in a warning. If the driver's position can be ensured by other means in the competition, the race control may allow the competitor to continue the competition.

1.6 Paddock regulations

The paddock must operate in all respects in accordance with the paddock manager's instructions. Setting up a tent and equipment in the paddock is only permitted in the location indicated by the paddock manager. Running engines on stands in the paddock is prohibited unless otherwise instructed by the officials. In the asphalt paddock, it is prohibited to make any holes in the asphalt surface and it is prohibited to damage it. Track-specific paddock regulations are published in the competition notice.

1.7 Official notice board

The official notice board for the race is electronic and its link can be found on the Racekernel competition page and on the physical notice board at the track.

1.8 Filming track events

Filming in the track area always requires written permission from the race control. Flying drones is prohibited in the event area. The use of GoPro cameras or similar cameras in karts is permitted as approved by the scrutineering.

2 Competition

2.1 Competition format and combination of classes

The competition method is in accordance with the competition method D in the rulebook. The competition method and the lengths of the sessions can be changed if necessary by announcing it in the competition notice, the drivers' briefing or the schedule.

If the smooth running of the event requires it, the organizer has the option to send drivers and classes with different licenses in the same session, regardless of the size of the classes, so that the combined classes do not endanger safety due to class-specific speed differences. Combined classes can be sent in one or more starting groups.

EXPLANATION: An example of a combination is the X30 Master, X30 Amateur and X30 Senior Heavy classes.

2.2 Before the competition

2.2.1 Drivers' briefing

The drivers' briefing is mandatory for every participant. The drivers' briefing can be a physical event, in which case its time is announced in the timetable. The drivers' briefing can also be in video or text format, in which case each competitor's participation is separately ensured. Guardians of drivers under the age of 18 must be present.

2.2.2 Racing tires

The tire pick-up time is marked on the competition schedule. The driver keeps the tires in their own possession throughout the competition. Any manipulation or processing of the tires is prohibited.

2.2.3 Pre-scrutineering

The pre-scrutineering will be carried out on the morning of the competition day before the warm-up runs at the time stated in the schedule. Any remarks made by the scrutineering staff must always be corrected by the next session. The purpose of the scrutineering is to check whether the kart is safe and in compliance with the regulations and can therefore participate in the competition.

2.3 During the competition

2.3.1 Length of sessions

The lengths of the sessions are stated in the competition schedule. In practice and qualifying, the stated number of minutes is driven. In the heats, superheats and finals, the stated number of minutes plus one lap is driven. When the time is up in a race session, the one-lap sign is shown the next time the leading driver crosses the finish line. The one-lap sign can be displayed by an official with a finger, a board or a digital display.

2.3.2 Starting grid and start of the sessions

We recommend arriving at the starting grid at least 10 minutes before the start, as the start will not be delayed for any driver, regardless of the weather. The starting grid gate closes when there is one minute left until the start. The gate will open when the other drivers have left the track. You may only follow the group with the permission of the start organizer.

Only attaching the front bumper and lowering the tire pressure are permitted in the starting grid. Other actions always require permission from the race control. The organizer always has the right to temporarily restrict access to the starting grid.

The driver may receive outside assistance to start the kart and more than one person may assist one driver. If possible, the driver may take back their place in the starting group. A competitor is considered to have started the race if they are in the starting group area at the time of the start.

The driver who starts from the best starting grid is the pole sitter. The pole sitter has the right to choose the starting side of the starting grid by notifying the start organizer, in which case only the drivers in the front row of the starting group will change places. If the pole sitter is left out of the starting group, the pole sitter's rights will always apply to the next best driver. Any empty places in the starting group will be retained.

EXPLANATION: Access to the starting grid is restricted for safety reasons at the start. With the permission of the staff, it is possible to join the group of others driving on the track after they have started. The starting grid is also used as a starting grid.

2.3.3 Interrupting a session

The race control may stop the race with a red flag. Immediately upon seeing a red flag, the driver must slow down safely and prepare to stop. When an official is on the track with a red flag, the flag must not be passed. In this case, the drivers must drive to the edges of the track so that an ambulance or other vehicle can drive through the group, or the karts must be driven to a place indicated by the officials, such as the pit. Mechanics or other persons must not enter the track area or approach the karts or drivers without the permission of the officials. Once permission to approach has been received, only instructed and separately permitted actions are permitted.

If the start has been run for less than two complete laps, the start will be run in the original starting order from the beginning. In this case, the start method will be a flying start from a pair of lines.

If the start has been driven for more than two laps, but less than 75% of the announced time or number of laps, the starting order will be the order in which the karts crossed the finish line of the lap preceding the red flag. In this case, the starting order will be from a single file, with overtaking only permitted after the finish line.

Only karts that are on the track or in the pit lane at the time of the red flag are allowed to participate in the restart. The race control may reduce the driving time or the number of laps. If the smooth running of the event requires it, the race control may postpone the event to be continued or re-run at a later date. In this case, it is not allowed to leave the service park area without the race control's permission.

2.3.4 End of sessions

The racing sessions end when the physical checkered flag is waved. The race always ends with a checkered flag, even if no other signs are shown. The race result remains valid if at least 75% of the declared time or number of laps has been driven.

2.3.5 Parc fermé area or service park

The race ends with the checkered flag, which is where the service park zone begins. The competitor must continue straight along the track into the scrutineering zone. The sporting regulations are in effect until all karts have stopped in the quarantine zone. From the moment the driver passes the checkered flag until he and the mechanic are released from the quarantine zone, they must comply with all scrutineering zone regulations and no changes or interventions may be made to the kart or equipment without the permission of the scrutineering manager. The scrutineering zone gate will be opened no later than after the protest period has ended. All instructions and requirements of officials must be followed in the scrutineering zone.

Getting out of the kart is only permitted with the permission of the officials or the driver will receive an automatic penalty according to the sanction table. If at any time during the competition or in the service park area a driver attempts to put a detached front bumper back in place, this will result in disqualification from the event due to a violation of the service park regulations.

EXPLANATION: The scrutineering area is also known as the quarantine area.

2.4 Sessions

2.4.1 Practice / Warm-up

If the number of participants exceeds the track capacity, the practice groups will be drawn and will be the same as in qualifying. The result of the practice has no bearing on the performance of the competition. The purpose of the practice sessions is to give the driver the opportunity to test the operation of the kart and practice driving on the track. The penalties given are valid for the event.

2.4.2 Qualifying

If the number of participants exceeds the track capacity, the practice and qualifying groups will be drawn by computer. In qualifying, the driver's position is determined by the best lap time. If the best time is the same, the second best time will decide, and so on. If all times are the same, the number of laps will be decided first, and then the superiority will be decided by drawing lots. No front bumper penalty will be given in qualifying, but other penalties given will be valid for the event. The race control may give time penalties and/or remove the best laps from a driver as a penalty for violations. If the competition is held with the English start system, no qualifying will be organized. The starting grids for qualifying will be drawn automatically by category.

2.4.3 Qualifying heats

If there are more participants in a class than the track capacity, the heats will be run using the ABC method or the multiple group method. Time trials will determine the starting order for all heats regardless of the number of competitors. Alternatively, the heats can be run using the English starting system, where all drivers' starting positions are drawn in the heats so that the average starting position of the drivers is mathematically as close as possible to the middle of the starting grid. The drawing is done by a computer program. The driver can voluntarily declare that they will start from the back of the starting grid, in which case the original starting grid will be left empty.

Qualifying heat points are given as follows: 1. 50, 2. 44, 3. 41, 4. 38, 5. 36, 6. 34, 7. 32, 8. 30, 9. 28, 10. 27, 11. 26, 12. 25, 13. 24, 14. 23, 15. 22, 16. 21, 17. 20, 18. 19, 19. 18, 20. 17, 21. 16, 22. 15, 23. 14, 24. 13, 25. 12, 26. 11, 27. 10, 28. 9, 29. 8, 30. 7, 31. 6, 32. 5, 33. 4, 34. 3, 35. 2, 36. 1. If a driver does not start a heat, he will receive the points of the last-placed driver minus one point. If a driver has been black-flagged or disqualified, he will receive the points of the last-placed driver minus five points from that heat. A driver who has not completed all the scheduled laps, even if he did not finish the heat, will be ranked according to the actual number of laps. Any tie between two or more drivers will be resolved according to their qualifying positions. When using the English starting system, the best heat position in the same heat points determines the winner, the second best, and so on. If the result is still the same, the best lap time in the heats determines the winner.

2.4.4 Superheats

According to the FIA regulations.

2.4.5 Finals

If there are more participants in a class than the track capacity, the competition organizer may add a B-final to the schedule, in which case the three best drivers from the B-final will advance to the A-final. The number of participants in the A-final is the number of drivers equal to the track capacity. If a B-final is run, the number of drivers equal to the track capacity minus three will go directly to the A-final based on the preliminary points. If a driver is disqualified in the A-final, it will not affect the B-final rankings or the overall competition rankings for the B-finalists. If a B-final is not run, the number of drivers equal to the track capacity will participate in the A-final based on the preliminary points.

EXPLANATION: The most common track capacity is 34 karts. In this case, 31 drivers will go directly to the A-final and 3 drivers will advance from the B-final. The fourth place in the B-final will be 35th in the overall competition, etc.

2.5 Prize giving

The awarded drivers must be dressed in their racing uniform at the awards ceremony. The racing uniform must be fully on and zipped up. The top three must also have their helmets with them on the podium, if reasonably possible. The awarded drivers must be prepared to be interviewed by the presenter or the media for TV, web or other broadcast. The award ceremony is an official part of the competition, and participation in it is mandatory for the awarded drivers, unless the race control grants a separate exemption.

3 Sporting regulations

3.1 General

The race control has the right to prohibit a driver from participating in the start or to stop with appropriate flags a driver who commits a sporting or technical violation. In the event of a go-around or serious crash, the competitor may continue after being checked by medical personnel and after an approved scrutineering of the kart and equipment.

3.2 Flags and signs

Yellow flag: Danger, slow down, no overtaking, be prepared to avoid the hazard. There is a crash or obstruction on the edge of the track or part of the track. The flag is valid until the next marshal's post.

Two yellow flags: Danger, slow down, no overtaking, be prepared to stop. Track completely or partially blocked. Flags are valid until the next marshal's post and are displayed until the last competitor, regardless of when the blockage clears the track.

Blue flag: The target driver is being overtaken on a lap and the driver or drivers coming from behind must be allowed to pass.

Blue flag with a red cross: The target driver is being overtaken on a lap. The driver must leave the track and enter the pits. The karts coming from behind must let them pass without slowing down if they catch up.

National flag or blue and white flag: The starting flag of a session. At the start of a competition, raising the flag starts the competition and overtaking is permitted. The race control may also replace the flag with a green flag, for example, as agreed.

Red flag: Stopping the race. The race director will show a red flag on the track and the karts must stop at the designated location. Red flags will be waved at the marshals' posts to convey the message. The speed must be reduced immediately to a very low speed.

Green flag: The track is free and racing is allowed.

White flag: There is a slow vehicle ahead on the track. Please use caution.

Red and yellow striped flag: The track is slippery. There is water, sand or oil, for example.

Black and white flag with number: Warning for driving style or unsportsmanlike behavior. Two warnings result in disqualification/black flag.

Black flag with number: Disqualification from a part of the race or the race. The driver must drive directly to the pits.

Black flag with orange circle and number: A technical flag, which indicates that the kart has a technical fault. The driver must immediately drive to the track pits to repair the kart or to the pits.

Checkered flag: The flag that ends a session. After that, racing is prohibited. Drivers should aim to drive to the pits in the order of arrival at the finish line.

Yellow SLOW sign: The event is neutralized, meaning the race is temporarily stopped. The first driver slows down and acts as a safety kart, regulating the speed of the line. Overtaking is prohibited and the speed must be calm and steady. The SLOW sign is used when there is a danger on the track that requires serious investigation, but the event does not want to be stopped. During the effect of the SLOW signs, it is also possible to drive to a checkered flag or the event can be stopped with a red flag.

3.3 Start procedure

When leaving the pit lane, one warm-up lap and one formation lap are generally driven. However, the pole sitter can, through their own actions, enable start after the first lap, in which case the warm-up and formation laps are the same lap. The final decision on start or giving a new formation lap is always made by the start official.

The pole sitter is responsible for forming the starting line-up during the formation lap. Forming the starting line-up must begin no later than halfway along the course, unless otherwise instructed in the drivers' meeting. Overtaking is only permitted during the warm-up and formation lap if a driver has fallen behind their starting position due to a problem or if the driver in front has a clear problem. Drivers may not prevent another driver from regaining their position. Retaking their position is permitted throughout the warm-up and formation laps up to the red line. If the start is interrupted, the formation lap regulations apply regardless of the situation for a restart or continuation of the race. In all cases, the driver must start from the side designated by their starting position or it is a false start.

The pole sitter must proceed at a steady speed suitable for the kart from the red line to the yellow line. Acceleration is only permitted after the starting signal. The starting signal may be the lights going out or a raised flag. No kart may be in front of the pole sitter on the starting straight for even a moment, or the penalty will be a false start. If the kart is partially or completely out of the starting lane before the starting signal, the penalty will be as per the sanction table of these regulations.

During the formation lap, warming up the tires is prohibited after the third flag point at the latest. Warming up the tires by winding around is only permitted when the karts are not in a double formation.

3.4 On-track conduct

Regardless of the driving incident, the driver must drive the kart in such a way that there is no risk of an accident or collision with another competitor. The kart must also be driven in such a way that it remains under the driver's control. Pushing another kart on a straight is permitted, as long as the pushing is stopped before the braking area and does not cause a dangerous situation. The driver may receive external assistance on the track from race officials.

Only the track is allowed to be used during the race. In all situations, the driver must have at least two tires between the white lines or the assumed line if it is a broken line.

The driver has the right to defend their position by changing lanes once when approaching a bend. The kart must always drive straight.

When overtaking, the overtaking party is responsible for making themselves visible at the latest when braking. Drivers are free to choose their driving route, taking the above-mentioned factors into account, provided that the karts are not significantly parallel.

When exiting a corner, both karts must generally be given space, but so-called hanging is prohibited. Hanging is considered to have occurred when the kart in front is significantly ahead. Forcing another kart off the track is prohibited.

EXPLANATION: Pushing another kart is only permitted in good sportsmanship for the benefit of both parties. The responsibility of the overtaking driver in an overtaking situation means that the overtaking driver must take into account the field of vision of the driver in front and their ability to see the overtaking competitor. As a rule of thumb, when the front bumper of the other kart is in line with the helmet of the driver in front, they have certainly been detected. Otherwise, the overtaking driver must yield.

3.5 Driving penalties

The Race Director or Clerk of the Course may issue a time penalty of up to 10 seconds, a warning, a caution or disqualification from the race or part thereof at their discretion. Pushing another kart with the front bumper on a straight is permitted, as long as the pushing is stopped before the braking area and does not cause a dangerous situation.

Warnings are valid for the entire competition. A warning given during official practice is valid only for the following competition day. The race control and jury may also deviate from the sanction table when assessing the situation, but will primarily strive to follow it and a uniform policy. If a driver commits a driving offence and lets the injured driver pass, the race control and jury may not impose a penalty.

4 Technical regulations

The technical parts of the CIK-FIA and AKK regulations are used for the chassis, with the exceptions mentioned below. The size of the tank is free. The driver is responsible for ensuring that there is enough fuel for fuel testing.

A competitor may inspect one (1) frame and two (2) engines. If the frame becomes undriveable, the frame may be replaced with the permission of the Chief Inspector. A maximum of two engines may be used per driver during the competition, so that when one engine has been put into service, the first engine cannot be used again. An engine is considered put into service when it has passed the barcode scrutineering to the starting grid. If an engine breaks down on the track, the scrutineer may allow the first engine to be used again.

The competitor is responsible for marking the engines and seal numbers they use and ensuring that they are correct in the scrutineering system before using them. Each competitor is responsible for sealing their engine. Scrutineering may check the correctness of the sealing at any stage. Opening the seal during the competition weekend is only permitted with the permission of the scrutineer. The weekend entry fee includes one seal. Removing a seal without the permission of the scrutineer will result in the competitor being disqualified. Engines opened during scrutineering may only be reassembled in the scrutineering area under the supervision of the scrutineer and will be resealed immediately. Replacement of parts is not permitted during the scrutineering unless specifically authorized by the scrutineer.

The information about the equipment used is entered into the Racekernel system as a digital scrutineering card. The scrutineering card must be completed by the warm-up on Saturday of the race week at the latest. The digital scrutineering card is just as valid as a paper scrutineering card. Drivers only inspect one engine. If necessary, the spare engine is registered and, if necessary, sealed at the scrutineering, where it is added to the scrutineering card.

EXPLANATION: In case of any problems with the scrutineering card, please contact the scrutineering or IAME Truck. The engines are sealed during the pre-scrutineering.

4.1 Minimum weight limits

X30 Mini	110 kg
Mini	110 kg
X30 Junior	145 kg
X30 Senior	160 kg
X30 Senior Heavy	172 kg
X30 Master	172 kg
X30 Amateur	172 kg

4.2 Chassis

Unclassified or old-classified chassis are permitted. The final decision on the suitability of the chassis is made by the technical delegate. All modifications not specifically stated as permitted are prohibited. The use of unclassified add-ons on a classified chassis is prohibited unless otherwise stated. In short:

- A closed chain guard is mandatory
- Plastic wear pieces on the frame tubes are allowed
- All types of front brakes are prohibited.
- Unclassified hulls must comply with the rulebook

- Only round frame tube is allowed
- The frame tube must be made of magnetic material

The technical regulations for the chassis drawn up by CIK-FIA / AKK are followed. The Mini class uses the Mini60 class regulations for the chassis.

4.3 Composite materials

The use of composite materials (carbon fiber, etc.) is prohibited, with the exception of seats, floor trays, and chain guards.

4.4 Side, rear and front covers and starting numbers

Covers according to CIK-FIA regulations and according to the CIK-FIA classification that ended in 2011 are allowed. Rear tire crash protection according to CIK regulations is mandatory and the so-called removable front pontoon according to CIK-FIA 2017 regulation is mandatory. The color of the number plates is yellow with black numbers. The numbers must be clearly distinguishable and intact. If necessary, the scrutineering staff will decide what is clearly distinguishable. In the Mini class, AKK's Mini60 class numbers are used and the driver must reserve a competition number from AKK. In other classes, numbers reserved through Racekernel are used. In the X30 Mini, X30 Junior, X30 Senior and X30 Master classes, competition numbers 1–10 are determined based on the previous year's series rankings.

4.5 Engine and its parts

X30 Junior / X30 Senior / X30 Master: According to the IAME X30 classification certificate with any clarifications or exceptions in these regulations. Carburetor according to the Tillotson HW 27A classification certificate. The intake silencer must be a so-called new model and only an IAME-made intake silencer rain cover is permitted.

Mini: Equipment according to national regulations. The subsections of the Engine and its peripheral equipment section do not apply to the Mini class.

X30 Mini: Engine according to IAME WaterSwift 60 cc classification certificate with any modifications or exceptions in these regulations. Carburetor Tillotson HW-31A-according to the classification certificate. The engine must be sealed either by the importer or an operator authorized by IAME Finland.

All modifications and the use of parts not included in the original engine package that have not been specifically approved are prohibited. Any kind of mechanical or mechanical processing and addition or subtraction of materials is prohibited. The tolerances given in the IAME classification certificate are manufacturing tolerances, any kind of processing based on these tolerances is prohibited.

4.5.1 Cylinder and cylinder head

X30 Junior / X30 Senior / X30 Master / X30 Mini: Cylinder honing is permitted. Only a cylinder gasket similar to the original (material, shape) is permitted. A gasket under the cylinder head is not permitted. The cylinder head must be completely original. Only thread repair with an M14 x 1.25 helicoil is permitted, as long as the original thread. The spark plug body must not protrude into the combustion chamber from the dome part of the cylinder head.

X30 Junior / X30 Senior / X30 Master: The thickness of the cylinder gasket is free and the quantity is free.

X30 Mini: The cylinder gasket must be original (thickness 0.40 mm)

X30 Junior / X30 Senior / X30 Master: Engine numbers before M3521/B3059 can be equipped with IAME marked cylinders. Engines with engine numbers after M3521/B3059 cannot be equipped with non-IAME marked cylinders.

4.5.3 Piston and piston ring

No foreign material is allowed in the piston ring groove. The piston ring must be original.

4.5.4 Bearings

Steel and plastic cages are permitted. Beveled and machined ball bearings are prohibited. Only steel balls and rings are permitted. Ceramic materials are prohibited.

X30 Junior / X30 Senior / X30 Master: Only completely original crankshaft ball bearings (6206 C4), original roller bearings (BC1-3342B) and balance shaft ball bearings (6202, C3 or C4 and 6005, C3 or C4) are approved.

X30 Mini: Only completely original crankshaft ball bearings (6204 C4) are permitted.

4.5.5 Reed valves

X30 Junior / X30 Senior / X30 Master: Only fiberglass or carbon fiber reeds with original IAME markings are allowed. Minimum thickness is 0.24 mm. The simultaneous use of fiberglass and carbon fiber reeds is prohibited. All reeds must be similar to each other.

4.5.6 Clutch

X30 Junior / X30 Senior / X30 Master / X30 Mini: The centrifugal clutch must engage at a maximum speed of 4000 rpm when the driver is seated in the kart under racing conditions. The clutch must be fully disengaged at 6000 rpm under all conditions and this can be checked with appropriate equipment. Each driver is responsible for the wear, operation and cleaning of the clutch. The operation of the clutch may be checked at any stage of the event.

4.5.7 Ignition

X30 Junior / X30 Senior / X30 Master: Only CDI ignition coil model "C" (16000 rpm) is allowed and must be mounted to the frame or engine in the new Digital S electrical system.

The markings on the ignition coil are mandatory and must be clearly visible without removing the CDI unit. Covering with tape or other material is prohibited. Modifications to the stator mounting, keyway and crankshaft gaps are prohibited. The battery must be attached to the frame and the engine electrical system.

4.5.8 Spark plug

The spark plug must be attached with the original gasket. The insulation must not exceed the spark plug body and the maximum length of the spark plug body is 18.5 mm (CIK technical regulations, appendix 7). Only the original spark plug cap is permitted.

X30 Junior / X30 Senior / X30 Master: Only the following NGK spark plugs, completely original without modifications, are permitted: B9EG, B10EG, BR9EG, BR10EG, BR9EIX, BR10EIX, R6254E-105.

X30 Mini: Only the following NGK spark plugs, completely original without modifications, are permitted: BR9EG, BR10EG.

Mini: Only the following NGK spark plugs, completely original without modifications, are permitted: B9EG, BR9EG, B10EG, BR10EG.

4.5.9 Exhaust pipe, exhaust flange and silencer

X30 Junior / X30 Senior / X30 Master: Original exhaust pipe according to the classification certificate. All parts must be tightly fastened. The use of an IAME additional silencer is mandatory.

X30 Junior: KA new model muffler and exhaust choke with a diameter of 22.7 mm must be used. The use of an IAME additional silencer is mandatory.

X30 Mini: Original exhaust pipe according to the classification certificate. All parts must be tightly fastened. The use of an exhaust temperature sensor is permitted. Welding of one hole and insert for the exhaust temperature sensor is permitted.

4.5.10 Cooling system

The upper radiator support does not have to be original and there is no limit to the number of radiator supports. Only the original IAME thermostat is allowed, but its use is optional. The water pump must be original, the model included with the engine package. Only water without additives may be used for cooling. Covering the radiator mechanically or with tape is allowed, but it is not allowed to use parts or things that can be removed while driving. The manufacturer of the water pump belts is free.

X30 Junior / X30 Senior / X30 Master / X30 Mini: The radiator must be the original IAME X30 engine package radiator (large or small).

4.6 Tires

X30 Senior / X30 Master:

One (1) set of dry tires and one (1) set of wet tires are permitted for use during the race weekend. If conditions require, the wet tire restriction may be waived by the race control.

Slicks: Komet	Rain: Komet
Type: K3M	Type: K3W
Etui: 10.0 x 4.5 – 5	Etui: 10.0 x 4.2 – 5
Roof: 11.0 x 7.1 – 5	Roof: 11.0 x 6.0 – 5

X30 Junior:

One (1) set of dry tyres and one (1) set of wet tyres are permitted for use during the race weekend. If conditions require, the wet tyre restriction may be waived by the race control.

Slicks: Komet	Rain: Komet
Type: K3H	Type: K3W
Etui: 10.0 x 4.5 – 5	Etui: 10.0 x 4.2 – 5
Roof: 11.0 x 7.1 – 5	Roof: 11.0 x 6.0 – 5

Mini:

One (1) set of dry tyres and one (1) set of wet tyres are permitted for use during the race weekend. If conditions require, the wet tyre restriction may be waived by the race control (only in very exceptional cases).

Slicks: Vega	Rain: Vega
Type: M1	Type: WM1
Etui: 10.0 x 4.0 – 5	Etui: 10.0 x 4.0 – 5
Roof: 11.0 x 5.0 –5	Roof: 11.0 x 5.0 – 5

X30 Mini:

One (1) set of dry tyres and one (1) set of wet tyres are permitted for use during the race weekend. If conditions require, the wet tyre restriction may be waived by the race control (only in very exceptional cases).

Slicks: Komet	Rain: Vega
Type: K1D	Type: WM1
Etui: 10.0 x 4.0 – 5	Etui: 10.0 x 4.0 – 5
Roof: 11.0 x 5.0 – 5	Roof: 11.0 x 5.0 – 5

The tires used during the event are equipped with barcodes. The tires are marked for each driver when the tires are distributed. The organizer delivers the competition tires to the competitor. They are redeemed at the parc fermé by paying in advance as stated in the race information package or at the latest upon registration. Slick competition tires are permitted to be driven in the warm-up.

Tire barcodes may not be modified or removed. If the barcode is damaged, the tire may be marked in another way by the scrutineering team only if the defect is discovered after a crash in the service park area. Otherwise, the competitor is responsible for the condition of the tires. You may not participate in the event with an illegible or unmarked tire.

The Komet rain tires used must be Komet tires sold during the competition year and imported by an official IAME importer, and have been barcoded by the importer. Each driver may only use a new set of rain tires purchased from the service park or use registered rain tires from the previous IAME Series Finland competition. Rain tires are permitted to be used in the warm-up.

All rain tires must be barcoded for the competitor at the pre-scrutineering. The barcodes of used tires must be readable. During the scrutineering measurement of the tires, the tires must have the same characteristics as new ones. The decision to allow or prohibit the use of tires is made by the scrutineering manager.

If a tire is clearly damaged while driving and is immediately detected in the service park area, the scrutineering manager may give permission to replace the damaged tire.

Any manipulation of the tires is prohibited. The direction of rotation of the rain tires must be observed.

4.7 Fuel and oil

The race information package specifies the place to purchase fuel and the permitted pick-up time. Only Wladoil K2T engine oil may be used as a lubricant in X30 classes. The use of all additives is prohibited and the fuel must correspond in all its properties to the reference fuel. The fuel and oil mixing ratio is free, but it must correspond to the reading given on the digital scrutineering card. The organizer has the right to change the fuel at any point in the competition and it will be replaced with a 5% mixture. The organizer has the right to measure all fuel canisters in the pit area.

EXPLANATION: Make sure that the fuel canisters, tank and fuel lines are completely emptied of old fuel before adding official competition fuel.

4.8 Scrutineering

At any stage, the scrutineering staff has the right to replace any part, accessory or the entire engine. Ignition coils may also be changed from one driver to another. Classification certificates are the primary reference, but parts may also be compared to new reference parts. In extreme cases of disagreement, the engine or its parts may be delivered sealed for final scrutineering to the IAME factory for scrutineering and final decision.

5 Engine selling procedure

Engine selling procedure is not used in the IAME Nordic Cup in any class.



6 Prizes

Competitors will be awarded trophies and prizes in the competition. Prizes will be raffled among the participants. At least the top three (3) in each competition will be awarded.

7 Sanctions and penalties

7.1 Underweight

Drivers will not be disqualified for being underweight in the competition. Underweight will result in a placement penalty for the driver as follows:

1-300 grams	5 rankings
301-1000 grams	10 placements
1001-2000 grams	15 placements
Over 2000 grams	last place at the start

If the scale used has a resolution of 0.5 kg, the sanctions for underweight are as follows:

0,5 kg	5 places
1,0 kg	10 places
1,5 kg	15 places
2.0 kg or more	last place at the start

7.2 Sanction table

Incorrect driving	Time penalty / Warning / Warning + time penalty / Disqualification from a part of the competition or the competition
Changing driving line more than once	Warning
Disturbing pushing of another kart	Warning
Pushing another kart while braking and overtaking	Warning + 3 seconds
Kart partially out of the corridor before the start signal	3 seconds
Front bumper removed according to CIK regulations	5 seconds, no right to object
Getting out of the kart before permission from staff	5 seconds
Kart completely out of the corridor before start	10 seconds
Incorrect start	10 seconds
Taking your own place after the red line	10 seconds
Overtaking with a yellow flag (one)	10 seconds
Overtaking with double yellow flags	Disqualification from part of the competition
Cutting the track and gaining advantage	Disqualification from part of the competition
Two warnings	Disqualification from part of the competition
Intentional collision	Disqualification from the competition
Repeated loss of vehicle control	Disqualification from the competition
Re-installing the front bumper while driving	Disqualification from the competition (+ Possible ban from the competition)
Unsportsmanlike behaviour	Disqualification from the competition (+ Possible ban from the competition)
Repeated crossing of track boundaries	Time penalty or lap cancellation

7.3 Jury, protest and right of protest

Protest procedures are defined in the AKK national regulations. The protest time is 15 minutes in all sessions. During the protest hearing, the jury will separately request any video evidence to be seen if it deems the videos necessary.

7.4 Petition and right of appeal

Appeal procedures are defined in the AKK national regulations.

7.5 Confirmation of results

If a protest is made about the final, which results in a change in its results, the new results will be published on the official notice board, which also starts a new protest period. After the protest period ends, the jury confirms the results of the competition, after which the results of the competition cannot be changed. The final results will be posted in the KITI system.

7.6 Penalty procedure

The race control may impose sanctions on drivers based on reports from race officials, data, video or other evidence. The race control is not obliged to view a competitor's video footage, but has the right to do so if they wish. The driver who has been penalised will be informed of the penalty and will confirm receipt of it by signing a form. The sanctions will be displayed on the official notice board.

8 Advertisements on karts

According to the AKK rulebook. The promoter/organizer or organizing club may place advertisements on the karts.

9 Responsibilities and obligations of event participants

9.1 Responsibility

Everyone participates in the competition at their own risk and understands and accepts that the competition organizer, officials, companies or the federation granting the competition permit cannot be held liable for material or physical damage that occurs during the event. By registering for the event, each competitor automatically accepts the competition regulations. The competition organizers are not liable for any compensation if the competition is canceled, either in whole or in part, due to force majeure.

9.2 Anti-doping and substances

By participating in the competition, the driver undertakes to comply with the doping regulations of the Finnish Anti-Doping Agency (ADA). The Finnish Anti-Doping Agency is responsible for maintaining the list of prohibited substances and methods. The updated list can be viewed at: www.antidoping.fi.

The alcohol limit for all participants in the competition area is 0.00 per mille. Compliance with this limit is monitored by a breathalyzer approved by the police or the Finnish Motorcycling Association. Refusing to take a breathalyzer test is an obstacle to participation in the competition. The breathalyzer test will be carried out by a party designated by the competition organizer. The use of all intoxicants is prohibited.

The competitor and their team are obliged to participate in the checks ordered by the race control and the federation. Participating in the competition under the influence of alcohol, narcotics or doping substances is a punishable act.

THL's definition: Intoxicants are substances that affect mental functions and are used without a therapeutic goal. Common intoxicants include alcohol, stimulants and narcotics, as well as medications used for the purpose of intoxication.

9.3 Code of conduct

The competition is organized as professionally as possible and in order to create a good atmosphere, each driver is expected to follow common regulations of conduct throughout the event. All drivers/announcers are responsible for their own behavior, but also for the actions of mechanics and other team members. Everyone is expected to behave in a sportsmanlike, representative, moral and ethical manner towards the competition organizers, competitors, spectators and all other persons.

All competitors and their stakeholders must respect the course areas, buildings and environment in an appropriate manner, behaving responsibly and in an adult manner – including in terms of language. No discrimination of any kind is accepted, including on the basis of age, gender, race, religion or disability.

Each competitor and their stakeholders agree to refrain from making any derogatory or disrespectful comments or posts on social media regarding the competition, its organizers, other competitors or viewers. The code of conduct will be particularly emphasized in the parts of the competition that will be broadcast on video, such as award ceremonies and interviews.

If a competitor or their stakeholders violate these regulations of conduct, the race control or jury has the right to sanction the violation. The sanction is valid for the entire competition weekend.

9.4 Betting

The participant in the competition undertakes not to place bets on their own event themselves or through a representative. The competition is considered to have been participated when the participant has registered and has not cancelled their participation in accordance with the written instructions.



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10 More information about the competition

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