



## **ABKC December 2023 Newsletter**

### **A special edition covering changes to the 2024 regulations.**

In order to dispel some of the confusion regarding the changes to the 2024 class regulations we thought it would be worthwhile explaining what we know. Clubs can publish this newsletter to their members.

Thanks to Motorsport UK we are able to publish excerpts from the 2024 Karting Yearbook, the Gold Book, which will be published on their website imminently.

### **Cadet Tyres**

It is not expected that there will be any change to the use of the Dunlop tyre until April. An announcement is expected imminently.

### **Rotax**

For Rotax MicroCadet and Rotax Inter (commonly known as Mini Max), the new regulations should allow for a much easier way to carry out technical checks and be a much improved experience for the customers and also have a comparative or reduced top speed at tracks.

This is done for Rotax Inter by removing the slide restrictions in the top of the carb and using the fixed gearing of 13 -80 to limit the top speed. The class will follow the global regulations in terms of the restrictions ie the red plastic carb restriction. Tyres are unchanged.

MicroCadet will remain unchanged until a new red restriction block is implemented for March or April along with a fixed gearing and removal of the slide restriction in the top of carburettor. The MicroCadet Class will see a new inlet and or exhaust restrictor created which will be an evolution of the current red inlet restrictor and exhaust manifold. Testing is underway and JAG are aiming to have the new restrictions available from 1st March 2024. At that time Micro Max will also have fixed gearing of 14 x 80 (wet and dry) for all tracks.

JAG Rotax have issued a summary of the changes here:  
[Micro & Mini Changes For 2024 - JAG \(jagrotax.co.uk\)](https://www.jagrotax.co.uk/micro-mini-changes-for-2024)

And for those that prefer a pdf format, the newsletter is on the ABKC website here:

### **Rotax MicroCadet – no significant changes until March / April**

B4.2.2 Exhaust and Inlet Throttle Restrictors. Exhaust restrictor must be in place at all times. Restrictors must be as supplied by J.A.G. Engineering and comply with the official fiche, no

modifications allowed. Exhaust flange restrictor, **18.30mm maximum round bore**, all exhaust gases must pass through this restrictor.

Inlet throttle restrictor must be in place at all times. Restrictor must be as supplied by J.A.G. Engineering and comply with the official fiche, no modifications allowed. The total length of the inlet throttle restrictor must be 43mm minimum. The carburettor must be fully assembled with the inlet throttle restrictor (and washer where used) correctly installed. The carburettor cap must be firmly tightened and fixation plate (Part No. 251790) must be correctly fitted. Rotax gauge (Part No. 277400) must not touch the bronze atomiser in the centre of the carburettor venturi.

In addition the throttle body restrictor (Rotax Part No. 267536) must be installed in the rear of the carburettor and in the correct orientation at all times. Illustration of this can be found in the fiche.

B4.2.8 Ignition Unit. EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, SENIOR MAX ECU (Part no. 666 815), mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Motorsport UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. **Only YUASA YT7B-BS (with or without Rotax branding) or ROTAX LiFePO4 battery may be used.**

B4.2.9 Spark Plug. The only spark plugs permitted are as listed below, and must be unmodified with sealing washer in place. **1.20mm feeler gauge must not fit between the two electrodes: NGK GR8D1, GR9D1**

Other makes/types may be added to this list by J.A.G. Engineering, details will be published in official bulletin.

B4.3 Transmission. The clutch must be as supplied by Rotax for the FR125 MAX. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. The engine clutch must be triggered at 4000 rpm maximum and make the kart and driver move forward. The clutch must be in direct drive (and 100% engaged) at 6,500 rpm. See U18.8. A bar test may also be used to test clutch engagement, parameters to be advised.

**All sprockets must have 14 teeth** and must use a 15 x 19 x 17 needle cage bearing and O-ring seal.

B4.6 Age. From the 8th birthday to the 31st December of the year of the 11th birthday.

Exceptionally, a driver with the required Motorsport UK Bambino experience may enter the class from the calendar year of their 8th birthday subject to U15.1 and provided they meet a minimum height of 125cm (without helmet).

## **Rotax Inter (often referred to as Mini Max), applying from 1<sup>st</sup> January**

C4.2.2 Exhaust and Inlet Throttle Restrictors. Exhaust restrictor must be in place at all times. Restrictors must be as supplied by J.A.G. Engineering and comply with the official fiche, no modifications allowed. Exhaust flange restrictor, **22.20mm maximum round bore**, all exhaust gases must pass through this restrictor.

The throttle body restrictor (Rotax Part No. 267536) must be installed in the rear of the carburettor and in the correct orientation at all times. Illustration of this can be found in the fiche.

C4.2.8 Ignition Unit. EVO Dell'orto ignition system must use the system in its entirety which comprises of ignition coil, MINI MAX ECU (Part no. 666 818), mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Motorsport UK fiche. Battery clamp (battery box) must be mounted on the left side of the chassis, next to the seat. **Only YUASA YT7B-BS (with or without Rotax branding) or ROTAX LiFePO4 battery may be used.**

**C4.2.9 Spark Plug.** The only spark plugs permitted are as listed and must be unmodified with sealing washer in place: **1.20mm feeler gauge must not fit between the two electrodes:**

## **NGK GR8D1, GR9D1**

Other makes/types may be added to this list by J.A.G. Engineering, details will be published in official bulletin.

C4.3 Transmission. The clutch must be as supplied by Rotax for the FR125 MAX. The internal running surface of the clutch must remain dry and free of grease or lubricant or any additional substance. The engine clutch must be triggered at 4000 rpm maximum and make the kart and driver move forward. The clutch must be in direct drive (and 100% engaged) at 6,500 rpm. See U18.8. A bar test may also be used to test clutch engagement, parameters to be advised.

**All sprockets must have 13 teeth and must use a 15 x 19 x 17 needle cage bearing and O-ring seal. The rear sprocket must have 80 teeth unless otherwise specified in the Championship Regulations or SRs, or varied by official bulletin.**

## **Tyres**

Please note the following changes to class tyres effective from the beginning of 2024:

**IAME X30 Junior:** New slick tyre – Komet K3H – to replace the outgoing Komet K2H tyre

**IAME X30 Senior:** New slick tyre – Komet K3M – to replace the outgoing Komet K2M tyre

**KZ2:** New slick tyre – Le Cont LPM – to replace the outgoing Le Cont SVC tyre  
New wet tyre – Le Cont LWR – to replace the outgoing Le Cont SV1 tyre

Please note that in each of the above cases it remains acceptable for competitors to continue to use the relevant outgoing tyres as an alternative to the new tyres up to and including the 31 March 2024 at Club meetings only.

## **Rainlights**

For 2024 karts running in the Superkart 250 Mono short circuit class – as well as the 210 National short circuit class – are required to be fitted with a rain light in accordance with the 2024 Superkart 250 Mono Class Regulations (due to be released shortly in the 2024 Karting Yearbook). This rain light must be illuminated when the kart is running with wet tyres fitted or when the race is designated wet.

As always, any questions or suggestions, or to leave the mailing list, contact [secretary@abkc.org.uk](mailto:secretary@abkc.org.uk)

Happy Christmas and hope you all have a successful 2024.