

SODI UKC MICRO MAX ACADEMY SPORTING & TECHNICAL REGULATIONS 2022

AFFILIATION:

COMMERCIAL SODI

ULTIMATE KARTING CHAMPIONSHIP (UKC)

1. GENERAL

The Championship Series and its events shall be run in accordance with the

- Ultimate Karting Championship (UKC) championship regulations and its appendices,
- Sporting and Technical Regulations of this Series and the Sport approved modifications and supplements (Bulletins)
- Supplementary Event Regulations including modifications and supplements (Bulletins)

(1) The participants (=entrants, drivers, passengers, vehicle proprietors and registered keepers) take part in the event at their own risks. They carry the exclusive responsibility under civil and criminal law for all the damages caused by them or the kart used by them as far as no exclusion of liability has been concluded.

(2) Modifications to these regulations may in principle be carried out only by the relevant authorities. After the beginning of the event, modifications should be carried out only by the Stewards of the event by means of bulletins, but only in case of necessity for safety reasons and/or reasons of force majeure, or by order of the authorities, or concerning the details given in the regulations about the length of the track, the duration of the races, the number of laps and the officials and marshals, or in case of an obvious mistake in the regulations.

(3) The organisers reserves the right to cancel or postpone the entire event or a particular race for the aforementioned reasons, and as far as the calendar is concerned, claim for damages or compensation or claim to performance are in this case excluded.

2. CODE OF CONDUCT FOR DRIVERS

2.1. All participants must play within the rules and respect race officials and their decisions.

2.2. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.

2.3. All participants must encourage and take responsibility for their actions at all times.

2.4. All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.

2.5. It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and racing. It should be noted that a basic level of competence is required.

2.6. It is the participant's responsibility to declare, prior to any participation in training, testing or racing, of any medical condition or medication required that may be relevant in the event of an emergency.

2.7. All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.

2.8. The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing or racing events.

2.9. When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations or conditions, should be asked directly before each event.

2.10. All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.

2.11. All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.

2.12. Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organisers, or any person associated with Sodi, UKC or Rotax, will be held responsible and liable for their actions.

3. INFORMATION / DATES / ENTRIES / FREE PRACTICE

3.1. Information requests should initially be directed to Mail:info@micromax-academy.com

3.2. Dates / Calendar should be obtained from UKC Championship URL: ukcglobal.com

3.3. Entries / Subscriptions (including practice fees) and payments are handled by UKC Championship and guidelines for opening and closing dates should be followed as per their regulations

4. CATEGORIES / CLASSES / AGE / WEIGHT / PLATES

4.1. Sodi UKC Micro Max Academy (Rotax)

4.2. Age: 8-12 years, a driver has to have his / hers 8th birthday to 31st December 2022 (minimum) to a maximum of the year of 12th birthday.

4.3. Weight: 110 kg, including the driver and equipment.

4.4. Number Plates: Yellow with black numbers.

5 POINTS PRIZES AND AWARDS

5.1. Event and Championship results will be awarded as per UKC points allocation (subject to following all rules and regulations) and stipulated by Sodi UKC Micro Max Academy and Ultimate Karting Championship (UKC).

5.2. Final Championship Series awards will be awarded as follows:

1st placed Championship: Test with the Sodikart Factory Team

2nd placed Championship: Rotax Max Challenge International Trophy Ticket for 2023[^] and a Sodikart Factory Tour

3rd placed Championship: Sodikart Driver Equipment Package

4th placed Championship: Sodikart Voucher for £300

5th placed Championship: Sodikart Voucher for £150

All prizes will be awarded at the UKC end of championship awards evening, following publication of agreed results.

[^](subject to correct age/license requirements)

6 EQUIPMENT

6.1. **Chassis:** CIK homologated Sodikart Furia 950 chassis. The chassis must remain as homologated in all respects and may only be subject to UKC scrutineering approved modifications for safety reasons. **For clarification, wheel rims are not included in this regulation and the participant is allowed to use wheel rims of their choice, from any manufacturer.**

6.1.1. Caster Pills and Ride Height adjustments may be used, however, only Sodikart/Tekneex manufactured products are allowed.

6.1.2. Axle used must be standard Sodikart: Tekneex hollow shaft diameter 30mm (Model: TM30 Medium – L960)

6.1.3. Sprocket protectors and quick release sprocket carriers may be used.

6.1.4. Sodikart/Tekneex Rotax engine mounts must be used and will be supplied with the pooled engine at the event. The engine will have a clean clutch drum which CANNOT be changed. No changes to be made to the equipment and should be used as provided.

6.1.5. Gear Ratio: Only nominated gear ratios can be used. Nominated gear ratios will be specified in the supplementary regulations for the applicable event. Sprockets to be supplied by the participant, these will be available to purchase if required.

6.2. Tyres:

The regulated tyres for the 2022 MicroMax championship are:

Dry: Mojo C2 CIK Cadet/Mini

Wet: Mojo CW CIK Cadet/Mini

6.2.1. Tyres must be purchased and pre ordered through The Academy by emailing: info@micromax-academy.com

6.2.2. Strictly no modifications or tyre treatments are allowed. All tyre barcodes will need to be stipulated through scrutineering.

6.2.3. A maximum of x1 set of new dry tyres and x1 set of new wet tyres will be permitted per race meeting (qualifying heats and finals), however this is NOT mandatory. Used tyres will be permitted; the barcodes of these should also be stipulated through scrutineering. It is essential that the barcodes submitted through scrutineering are used throughout the race meeting. It is not allowed to change tyres once the race meeting has commenced. **Both dry and wet tyre bar codes should be provided to scrutineering before racing commences.**

6.2.4. Any additional tyres required for practice should also be emailed to: info@micromax-academy.com

6.2.5. Tyres must be mounted according to the sense of rotation defined on the tyre at all time.

6.2.6. Wet tyres may only be used if the Clerk of the Course has declared Wet Race or Wet Practice.

6.2.7. If any excessive damage to the barcoded tyres causes the tyre unusable throughout the race meeting and creates a health and safety issue, advice MUST be sought from the Chief Scrutineer. If you are ever in doubt regarding anything, please always seek advice.

6.3. Fuel / Oil

Fuel purchased as per UKC regulations. ~~XPS KART TEC DYE, 2-stroke oil.~~ **must be from the nominated fuel station and pump stipulated in the supplementary regulations issued prior to each round, fuel purchased must be super unleaded. Receipts for fuel should be retained as proof of purchase and if requested submitted to scrutineering and /or those that request. Oil must be Castrol XR77 oil.**

6.3.1. The oil mixture ratio shall be 50:1 (2%) Fuel may be checked in the fuel tank by scrutineering.

6.3.2. It is strictly forbidden to add any liquid and/or power-boosting chemicals in the petrol.

6.2.3. At any time the volume of the fuel in the tank must be over or equal to 1.5 liter.

6.2.4. The scrutineer has the right to change/replace any driver's fuel at any time, without justification or reason. In this case the fuel will be replaced with the fuel stipulated in the UKC regulations.

6.4. Transponders

Used in accordance, as per UKC regulations

6.4.1. It is the Entrant's / Driver's responsibility to ensure the transponder is fully functional and battery charged at all times.

6.5. Engine

The only engine permitted is the Rotax FR125 MICRO MAX sealed and supplied by SODI Academy. The engine is a single cylinder, liquid cooled, reed valve two stroke. All engines are sealed between cylinder, crankcases, cylinder head and the reed valve block with an official JAG/ROTAX seal.

All seals must be crimped with the official Rotax crimping tool part No.276 110. Each end of the sealing wire must only pass through the seal once.

6.5.1. All engines and engine ancillaries must remain as supplied by SODI Academy unless otherwise stated. All Sodikart/Tekneex engine mounts must also be used, as provided.

6.5.2. Modifications:

Neither the engine nor any of its ancillaries may be modified in any way. "Modified" is defined as any change in form, content or function that represents a condition of difference from that originally designed. This is to include the addition and/or omission of parts and/or material from the engine package assembly unless specifically allowed within these regulations. The adjustment of elements specifically designed for that purpose shall not be classified as modifications

6.5.3. Ignition System:

Digital battery ignition system, variable ignition timing, no adjustments possible.

EVO Dell'orto ignition system: Ignition coil with separate ECU. The minimum length of HT lead permitted is 210mm from outlet of cable at ignition coil to outlet of cable at spark plug connector (= the visible length of wire). Spark plug cap must be red rubber version marked "NGK" or ROTAX. Senior ECU (Part No. 666815), mounting brackets, wiring loom, battery clamp (battery box) and all its components as described in the Rotax FR125 Max Fiche. Battery clamp (battery box) must be mounted on the left side of the chassis. Battery to be supplied by participant. Light weight battery option is allowed.

6.5.4. Spark plug: NGK GR8DI

Electrode gap (maximum) Filler gauge 1.20 mm must not fit in between the two electrodes.

6.5.5. Intake Silencer.

Only Type 2 may be used. The Intake Silencer/Airbox must be used unmodified as supplied by Rotax for the FR125 with its filter and all component parts including support bracket in place. The two halves of the airbox must be securely screwed together using 4 M6 screws. All 4 screws must be sufficiently tightened to securely clamp the two halves of the airbox together. Intake silencer tube and airbox-to-carburetor socket must be marked with "ROTAX" In all conditions the air box MUST be positioned with inlet trumpets to the bottom of the box. The air box must be securely fitted in a manner to prevent rotation. During wet condition, it is not allowed to attach anything to the air box to protect the air inlet from water spray.

6.5.6. Carburetor: Dell'orto VHSB 34 XS

All Carburetors will be supplied and sealed by SODI Academy.

XS carburetor: Needle jet DP267. Choke jet 60. Idle jet 60, idle jet emulsion tube 45. Needle K57. Float needle valve 150. Slide 45. Floats 4.0gr. The venturi insert must have 12.5 stamped on the top. Dellorto carburetor, housing must show the cast wording "VHSB 34" Carburetor housing is stamped with "XS". The complete inlet bore of the carburetor must show cast surface.

The two vent fittings must be connected with the original air vent hose min 155 mm (Rotax 260260). The location of the opening has to be placed at the rear side of the carburetor Settings of the carburetor adjustment screws (idle and idle air) are free. The position of the jet needle is free. All jets must be correctly seated and securely fitted at any time (tightened)

The complete inlet bore of the carburetor housing must show cast surface. The venturi hole of the carburetor insert can show signs of a CNC control machining.

Only main jet sizes listed in the supplementary regulations can be used

125 Micro MAX Throttle restrictor:

The throttle body restrictor (Rotax Part No. 267536) must be installed in the rear of the of the carburetor and in the correct orientation at all times (see picture 1 below for reference).the 125 Micro MAX class throttle body restrictor / carburetor insert must be in place at all time as supplied by SODI Academy. SEE PICTURE 1 BELOW.

6.5.7. **Fuel Pump.** Only Mikuni – Fuel Pump DF 44-210 may be used. The fuel pump must be fitted to the bottom of the standard air box bracket. Only a single length of pulse tube from crankcase connector to fuel pump may be used. Only a single length of fuel line may be fitted between fuel pump and carburetor. Rotax in line fuel filter (part No. 2741612) must be used and fitted between fuel tank and fuel pump. Any type of fuel line can be used. No restrictors, fuel returns or additional reservoirs are permitted.

6.5.8. Radiator.

Radiator must be mounted with all components as shown in the respective illustration. To apply tape (neutral tape without advertising only) around the radiator is an allowed modification to control the air flow through the radiator. Tape may not be removed from the radiator during

operation on the track. Any other non-original device to control the air flow through the radiator is prohibited. To remove the original flap is an allowed modification.

Only version 2 radiator can be used. SEE PICTURE 2 BELOW.

Cooling area:

Height: 280 – 300 mm Width: 58 – 62 mm

Thickness of

radiator: 30 – 34 mm

To remove the original flap is an allowed modification.

6.5.9. Engine coolant

Plain water without any additives must be used EXCEPT in cold weather conditions where coolant additive can be added.

6.5.10. Exhaust socket (Restrictor)

Exhaust socket with one gasket and sealing ring must be used

Diameter (A) must apply for a length (B) of at least 12 mm.

Maximum inner diameter (A) of exhaust sockets is: 125 Micro MAX: 18,20 mm (Rotax part no. 273 192)

The internal profile of the exhaust socket has to be checked with the template, Rotax 277 405. SEE PICTURE 3 BELOW

Fit the template (125 Micro MAX “18 mm”) as far as possible into the exhaust socket (without gasket, carbon deposits removed). There has to be a constant crack light between the profile of the exhaust socket and the profile of the template.

All exhaust gases must pass through the Exhaust socket restrictor

SEE PICTURE 4 BELOW

6.5.11. Squish gap: Minimum 2.4 mm

Average of two measurements. To be measured on both sides across piston pin axis using ROTAX 3mm tin (Rotax 580132)

6.5.12. Exhaust System.

Exhaust system (Part No. 273136) will be supplied sealed by SODI Academy. A specific exhaust system has to be used for the 125 Micro MAX engine. The exhaust must be used as supplied by SODI Academy with the seal in place at all times. The Exhaust must be installed firmly to the chassis using a rigid pipe mount/s. The exhaust pipe must be mounted to the rigid pipe mount using 2 ROTAX silent blocks. (part 660920 and or 260657 allowed). The deflection of the 2 silent blocks is the only pipe movement allowed. The pipe must be mounted in a neutral position with no stress on the 2 silent blocks. The use of maximum 4 pieces of original Rotax exhaust springs, to fix the exhaust system to the cylinder is allowed. (a “safety wire” in the exhaust flange area is not allowed). The silencer must be mounted in a position where the direction of the 90° elbow outlet (direction of the hot exhaust gasses) does not harm any component of the chassis.

The measurements in the diagram (SEE PICTURE 5 BELOW) are as follows:

(a) 580 mm +/- 5mm

(b) 299 mm +/- 5mm

(c) 42 mm +/- 3mm

~~ALL EXHAUSTS WILL BE PROVIDED BY SODI ACADEMY AND WILL BE HELD IN PARC FERME AND ALLOCATED RANDOMLY TO EACH INDIVIDUAL FOR EACH RACE. PLEASE ALLOW TIME TO FIT YOUR ASSIGNED EXHAUST, TO ENSURE YOU ARE PROMPTLY ON THE GRID.~~

~~EXHAUSTS WILL THEN BE REMOVED, POST RACE AND HANDED BACK IN TO PARC FERME. THIS IS THE PARTICIPANTS RESPONSIBILITY.~~

FAILURE TO HAND IN THE EXHAUST PRIOR TO LEAVING PARC FERME WILL RESULT IN PENALTIES.

All exhausts will be taken to scrutineering by the competitor/mechanic/team, at the time announced to be re wadded and sealed in the scrutineering bay under the supervision of the scrutineer. It is the responsibility of the competitor to ensure this is completed. Seals will be applied and noted. Wadding will be provided at a reasonable cost to the competitor. This exhaust can then be used for the weekend, as long as the seal is not tampered or broken, any signs of this will result in penalties.

6.5.13. **Transmission.** (SEE PICTURE 6 BELOW)

Clutch components must be as supplied by Sodi Academy (Rotax).

The internal running surface of the clutch must remain dry and **free of grease or lubricant** or any additional substance. This is the responsibility of the participant. The engine clutch must be triggered at 4000 rpm maximum and make the kart and Driver move forward.

All sprockets must use a 15 x 19 x 17 needle cage bearing and O-ring seal. An 11 tooth sprocket must be fitted with a plain bearing and O-ring seal.

Thickness of clutch shoe (A): Minimum = 24.10 mm

Measurement must be done at the 3 open ends of the clutch, 5 - 10 mm from the machined groove (all clutch shoes must be completely closed at measurement – no gap).

Height of clutch (B): Minimum = 11.45

(SEE PICTURE 7 BELOW)

Clutch drum outer diameter (C) Minimum = 89,50 mm

Clutch drum Inner diameter (D) Maximum = 84,90 mm

Clutch drum Height (E) with sprocket/primary gear Minimum = 33,90 mm

6.5.14. **Data Logging.**

Data logging is permitted; data logging systems with or without memory may be used. Global navigation satellite system reception is permitted. It is only permitted to take readings of engine rpm, engine water temperature, speed of 1 wheel, an X/Y accelerometer, lap times and split lap times. The engine water temperature sensor may only be fitted in the position provided in the cylinder head cover for this attachment. The rpm, may only be recorded via a sensor on the HT lead to sense spark plug pulses. The HT lead must remain a single length from ignition coil to spark plug cap. The fitting of these sensors is only permitted providing there is no modification to the original engine components.

6.5.15. **ENGINE RUNNING**

It is NOT permitted to run or leave engines running unnecessarily at anytime during the event.

7 EVENT / COMPETITION

7.1. General Conditions

7.1.1. It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, any technical and sporting regulations.

7.1.2. Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

7.1.3. The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

7.1.4. Entrants, drivers, assistants and guests must at all times wear the appropriate identification credentials which may have been handed to them.

7.1.5. General regulations as published within the UKC series and championship regulations apply to the running of the event, unless otherwise stated herein.

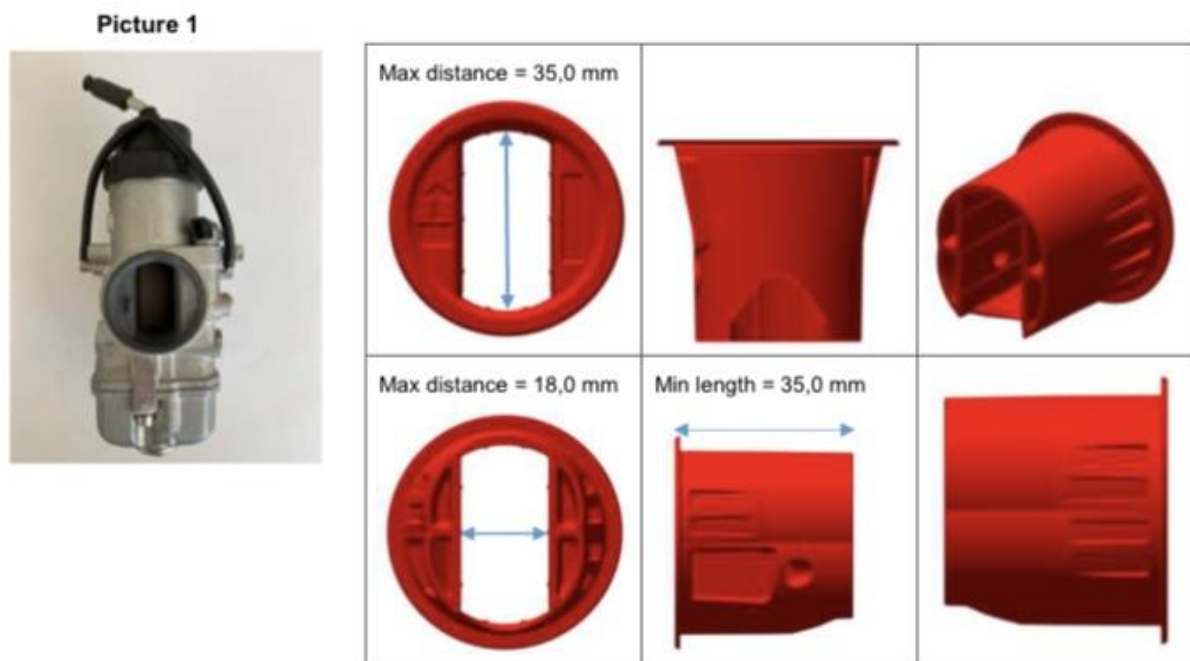
7.1.6. Any decisions made by Officials and/or Scrutineering operated at the event, will be final.

7.1.7. Jurisdictions

Sodi UKC Micromax Academy and UKC reserves the right to issue additional statements and updates concerning the Rules and Regulations herein, from time to time, and all such statements

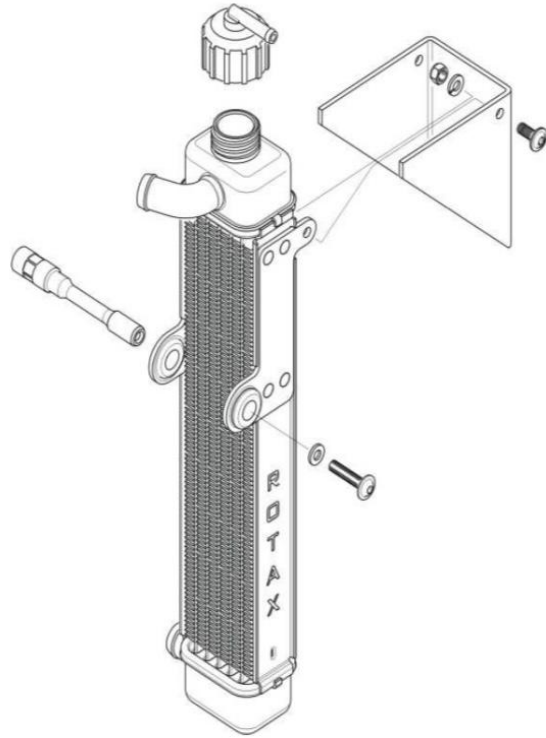
will be issued to all registered competitors by way of Competitor's Bulletins and/or supplementary regulations at the race events, and/or communicated directly and/or published on the official website or social media channels.

PICTURE 1:

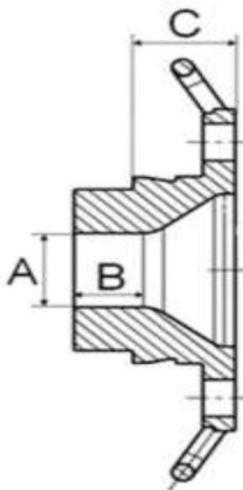


PICTURE 2:

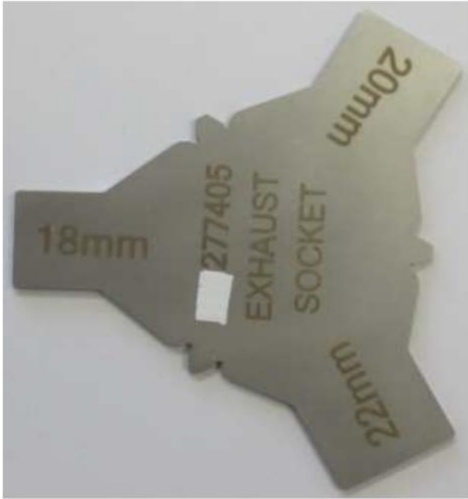
Version 2
Radiator



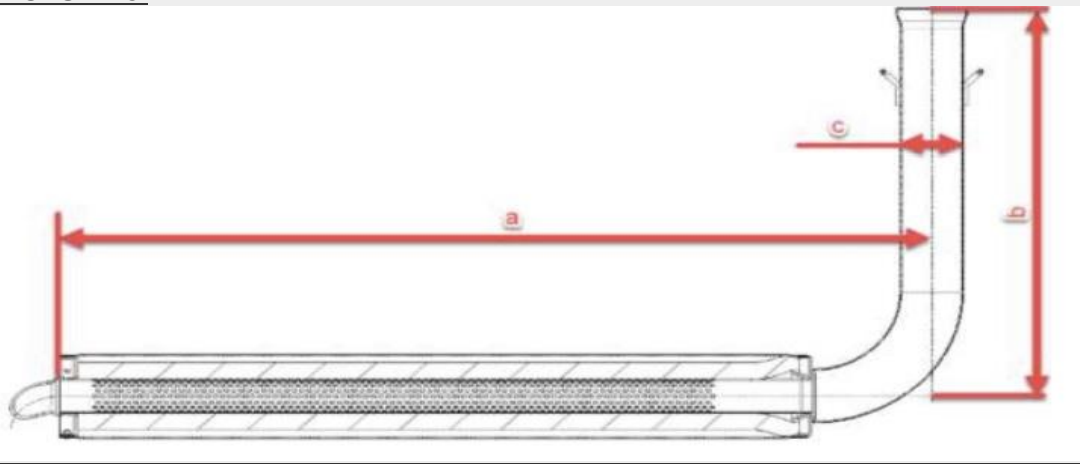
PICTURE 3:



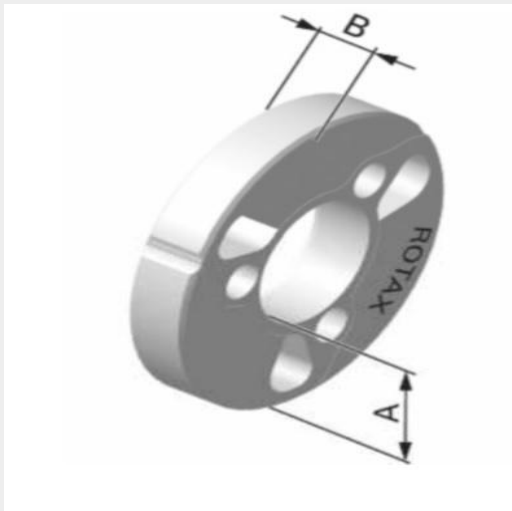
PICTURE 4:



PICTURE 5:



PICTURE 6:



PICTURE 7:

