

REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Sporting Sub-Committee
Date of meeting:	12 th July 2011
Closing date for consultation:	7 th October 2011
Email for comments:	KartConsultation@msauk.org

Section U

Existing Regulation

No existing Regulation

U1.1.4

Full details of all permitted classes are contained in the MSA Kart Race Yearbook.

U1.1.5

Full details of the homologation procedures for both chassis and engines are available from the Technical Department of the MSA.

Proposed Regulation

Nomenclature and Definitions – Karting

This section of nomenclature and definitions must be read in conjunction with those given in section B of this publication.

Kart. A small four wheel racing vehicle with a rigid frame and no suspension of the wheels. The engine(s) drive the rear wheels only and these rear wheels must be joined by a single piece rear axle with no differential action between them. The Driver will be seated with feet to the fore.

Kart Class. A category within which Kart racing takes place defined by the engine or some other means.

Region. A grouping of individual Kart Clubs as recognised for the time being by the MSA Kart Committee.

U1.1.4

Full details of all approved classes are contained in the **current** MSA Kart Race Yearbook.

U1.1.5

~~Full details of the homologation procedures for both chassis and engines are available from the Technical Department of the MSA.~~

Existing Regulation

New Classes

U1.2

The development of a new Class must follow the procedures as set out below:

U1.2.1

The new Class must conform to the definition of a Kart given in Nomenclature and Definitions.

U1.2.2

With the exception of any CIK homologated or registered engines, the Class must have a maximum engine capacity of 250cc if it is of two-stroke design.

U1.2.3

If the engine(s) is of a direct drive four-stroke design, the maximum permitted total engine(s) weight is 40kgs and a total engine(s) maximum of 30bhp.

U1.2.4

If the engine has a gearbox, a maximum of six gears is permitted and a maximum of 80bhp. Class regulations may impose further limitations.

U1.2.5

The performance of the complete outfit must fit within the preceding point above and should fit in the Boxed Class Structure as defined in the current MSA Kart Race Yearbook.

Proposed Regulation

New **Kart** Classes

U1.2

~~The development of a new Class must follow the procedures as set out below:~~ **The acceptance by the MSA of any new Kart Class is subject to the proposed Class being currently certified under the MSA Kart Class Homologation Regulations, which are available from the Technical Department of the MSA.**

U1.2.1

~~The new Class must conform to the definition of a Kart given in Nomenclature and Definitions.~~ **New Kart Classes will only be homologated at three yearly intervals, the next period commencing 01.01.2014. Applications for new Kart Class homologations must be made in writing to the MSA by no later than 31st March of the year preceding the next period.**

U1.2.2

~~With the exception of any CIK homologated or registered engines, the Class must have a maximum engine capacity of 250cc if it is of two-stroke design.~~ **Exceptionally any CIK recognised and/or homologated Class may be introduced by the MSA at any time.**

U1.2.3

~~If the engine(s) is of a direct drive four-stroke design, the maximum permitted total engine(s) weight is 40kgs and a total engine(s) maximum of 30bhp.~~

U1.2.4

~~If the engine has a gearbox, a maximum of six gears is permitted and a maximum of 80bhp. Class regulations may impose further limitations.~~

U1.2.5

~~The performance of the complete outfit must fit within the preceding point above and should fit in the Boxed Class Structure as defined in the current MSA Kart Race Yearbook.~~

U1.2.6

Any new Class must have its concept registered within the MSA prior to its use within MSA-approved race meetings. Its performance will also be checked in order to determine its placing within the preceding point above.

U1.2.6

~~Any new Class must have its concept registered within the MSA prior to its use within MSA-approved race meetings. Its performance will also be checked in order to determine its placing within the preceding point above.~~

Reason: *In order to provide greater stability to the Kart Class structure new classes will be introduced via an homologation period as defined. These proposals to be read in conjunction with the New Class Homologation Regulations.*

Implementation: 1st January 2013

MSA Kart Class Homologation Regulations

Senior & Junior Non-Gearbox Classes



Draft Version 4 – 23rd August 2011

Introduction

These Homologation Regulations relate to the national homologation of Junior and Senior non-gearbox Kart Classes for use in MSA regulated karting. This homologation is the official certification issued by the MSA that the Kart Class meets the requirements of the present regulations and is eligible for MSA regulated kart racing.

Homologation approval will only be granted to Kart Classes which meet the defined criteria and other relevant regulations at the time of inspection.

1. Applicant

Homologation applications are invited from engine manufacturers and other bodies authorised in writing by an engine manufacturer to make such application.

2. Homologation criteria

- Any two-stroke engine is subject to a maximum engine capacity of 250cc.
- Any direct-drive four-stroke engine, or combination of such engines is subject to a maximum weight of 40kg and a maximum power output of 30bhp.
- **Junior engine restrictions...awaited from Technical Dept.**
- A minimum of three MSA registered Kart Clubs and three MSA licensed Kart Circuits must provide a guarantee of participation of the new Class in writing to the satisfaction of the MSA.
- The Class promoter must lodge a bond with the MSA, the amount to be specified by the MSA. Should the Class not attain sufficient numbers by the end of its first five year period the bond will be forfeit.
- The Class must fit within the existing box structure in the current MSA Kart Race Yearbook.
- For Junior Classes tyres must be at least equivalent to the current CIK Hard compound.
- For Senior Classes tyres must be equivalent to the current CIK Medium compound.
- For Junior Classes the ratio of maximum kart weight to minimum driver weight must not exceed 2.5:1.
- Sound levels should be in accordance with the requirements in Appendix 1.

3. Notices of intent

Notices of intent must be submitted to the MSA according to the timelines in Article 4. They must include outline details of the proposed Class in particular in relation to the requirements set out in this document.

4. Calendar of homologation procedures

Homologations will take place every 3 years unless otherwise stated.

All applicants will undertake to abide with the following schedule:

- Notices of intent must be submitted in writing to the MSA between 1st December of two years prior to the next homologation period and 31st January of the year preceding the next homologation period. i.e. For the homologation period beginning 01.01.2014 notices of intent must be submitted between 1st December 2012 & 31st January 2013.
- Notification of acceptance or otherwise of notice of intent no later than 28th (or 27th) February of the year preceding the next homologation period.
- If successful with the notice of intent, applications must be submitted in writing to the MSA no later than 31st March of the year preceding the next homologation period. i.e. For the homologation period beginning 01.01.2014 applications must be made before 31st March 2013.
- Testing and evaluation of Classes will take place between April and September of the year preceding the next homologation period.
- Minimum quantities as defined in Article 10 must be made available by no later than 31st June of the year preceding the next homologation period.
- Successful Classes may run from 1st January of the first year of the next homologation period and no sooner.

Applications must be submitted to:

Technical Department
Motor Sports Association
Motor Sports House
Riverside Park
Colnbrook
SL3 0HG
UNITED KINGDOM

Tel.: +44 (1753) 765000
Email: technical@msauk.org

5. Conditions and submission of the homologation

An application may be made by an engine manufacturer and other bodies authorised in writing by an engine manufacturer to make such application.

A declaration must be submitted to the MSA when the first application for homologation is submitted. This written declaration must be issued in the name of the engine manufacturer and must be signed by the person(s) legally authorised to sign officially on behalf of the engine manufacturer. In making this declaration, the manufacturer agrees to abide by the MSA Regulations and these Homologation Regulations (including any amendment by the MSA).

The applicant must bear all costs involved in their application, development, testing and homologation.

For any breach of these Homologation regulations, the MSA may impose any of the penalties provided for herein and/or in the MSA Regulations.

Homologations cannot be transferred to any other party without the written agreement of the MSA. Please note that transfer includes any change in the majority shareholding of a limited company or other corporate body.

6. Class Regulations

The applicant must provide full draft Class Regulations no later than 31st March for approval by the MSA, with the final regulations to be approved no later than 31st June for the preceding year to homologation.

7. Engines

The applicant must provide full documentation to enable scrutineering. This must include a full and detailed engine fiche approved by the MSA.

The applicant must undertake in writing to provide a complete set of scrutineering tools and gauges free of charge to each MSA registered Club running the Class. Two sets must also be provided free of charge to the MSA.

An engine fiche and log-book must be provided with every engine supplied.

The applicant must supply the latest dynamometer data which the MSA will independently verify as part of the homologation process.

If the engine is sealed appropriate procedures to allow MSA officials to carry out eligibility checks at meetings must be provided.

Unique identification numbers/barcodes must be provided on all engines and the applicant must undertake to keep a serial number register of all engines.

8. Chassis

If the Class runs on a single chassis then this chassis must be homologated and full documentation must be provided to enable scrutineering, this must include the full and detailed homologation fiche approved by the MSA.

In addition to the preceding paragraph chassis homologations may also be required by the MSA in other circumstances and it is the applicants responsibility to check whether in any case homologation is so required. If homologated chassis are used then full documentation must be provided to enable scrutineering, this must include full and detailed homologation fiches approved by the MSA.

A homologation fiche must be provided with every chassis supplied where homologated chassis' are used.

Unique identification numbers/barcodes must be provided on all homologated chassis' and the applicant must undertake to keep a serial number register of all chassis'.

9. Compliance of the engine with Regulations and tolerances

The homologated engine must always comply in all dimensions and details with the engine sealed and lodged with the MSA at the time of homologation inspection.

If no other indications are given by the Homologation Form the general accepted tolerances are defined in Art. 2-25.2a) of the Technical Regulations of the CIK-FIA.

10. Minimum quantities

A minimum of thirty complete engines, all conforming to the engine fiche, must be made available at the time of inspection.

If the Class runs on a single chassis then a minimum of thirty complete Karts including engines, all conforming with the relevant fiche, must be made available at the time of inspection.

11. Homologation inspection & evaluation

At the time of inspection of the engine, the MSA or their appointed representative will select at random one engine from the thirty provided to be measured and then sealed and retained by the MSA as the control engine for the Class.

Evaluation and testing of a proposed new Class will be carried out by the MSA prior to approval. The applicant must demonstrate that the Class meets these Homologation Regulations and any other MSA requirements.

12. Class stability

Any proposed changes to the engine fiche will be subject to the prior approval in writing of the MSA and the engine manufacturer must clearly demonstrate the requirement for any proposed change to the engine fiche as well as the effectiveness of the change. Any such changes must not provide a performance enhancement. Timelines for introduction of any such changes must be agreed with the MSA.

During the first year only of the homologation the MSA may at anytime require the applicant to alter the Class Regulations and/or engine fiche. In the case of the latter this may require the applicant to replace components free of charge to the competitor and the MSA.

13. Fees

The applicant shall pay the homologation fee, currently **£5000** + VAT for the basic Homologation as well any related costs and expenses (e.g. travel expenses, testing costs etc.).

Bank Details:	National Westminster Bank Belgravia Branch Account Name: Motor Sports Association Sort Code: 60-07-29 Account No.: 14742411
----------------------	---

For renewal of a Kart Class for subsequent homologation periods the MSA will charge only an at-cost administration fee, plus any related expenses.

14. Validity of homologation

The Class homologation will expire after 3 full years, at which point the next homologation period will commence. Before the end of the 3 years the MSA may agree to extend the homologation for the next homologation period provided the relevant regulations in place at that time for renewal are met.

15. Undertaking by the engine manufacturer

The engine manufacturer undertakes to produce the engine in an identical form to the homologated engine (including any extensions approved).

16. Post-homologation tests and controls

The MSA reserves the right to examine any homologated engine according to the current Homologation Regulations at any time.

In a case of any variance whatsoever, the MSA may withdraw the Homologation and/or impose any other sanctions on the applicant as it considers appropriate.

17. Commercial

The engine applicant must:

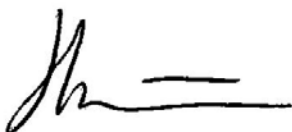
- Provide technical support to the MSA for the duration of the homologation which may include attendance at any potential Championship meetings and eligibility training for MSA licensed Scrutineers.
- Provide to the MSA a control engine at the commencement of the agreement as per Article 10 and a further engine each year (if requested) for comparison purposes.
- Allow the MSA at any time the right to select from stock a random sample engine, at no cost for eligibility checking and/or comparison purposes. The engine will be returned to the original source for rebuild.
- Provide a parts price listing which may be reviewed annually, in consultation with the MSA, in order to incorporate any cpi increase.
- Ensure no changes to the homologated specification of the engine, unless specifically approved by the MSA, in order to respect the need to protect the stability of the Class.
- Provide a price listing for replacement/additional eligibility checking tools, this may be reviewed annually, in consultation with the MSA, with an allowance for any cpi increase.
- Ensure that a minimum stock level of all parts, including tyres, is readily available at all times, quantities to be determined by the MSA.
- Supply bona fide trade, i.e. BKIA members, standard industry practice discount structure for supply of parts, tyres and engines.
- Provide the MSA with details of how it will further support the Class initially at Club level and then at Regional and National level if relevant.

18. Interpretation of Homologation Regulations

In any dispute regarding these homologation regulations the MSA has the right to make the final decision on any matter whatsoever.

19. Future amendments

The MSA reserves the right to amend these Regulations at anytime as the MSA in its sole discretion considers appropriate



Joe Hickerton
MSA Technical Administrator