MOTOR SPORTS ASSOCIATION UNITED KINGDOM MSA

REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Committee
Date of meeting:	22nd March 2011
Closing date for consultation:	6th June 2011
Email for comments:	KartConsultation@msauk.org

Section U

Existing Regulation

Non-Gearbox Karts
U.18.3
Any form of variable ignition (advancing or retarding systems) is forbidden.

U.18.3.1
The use of programmable electronic engine management systems, which can be varied whilst the kart is in motion, is also forbidden.

Gearbox Karts
U.18.4
The use of programmable electronic engine management systems, which can be varied whilst the kart is in motion, is also forbidden.

Proposed Regulation

~~*Non-Gearbox Karts*~~
U.18.3
Unless Class Regulations permit, ~~A~~any form of manually operated or variable ignition (advancing or retarding systems) is forbidden.

~~**U.18.3.1**~~
~~The use of programmable electronic engine management systems, which can be varied whilst the kart is in motion, is also forbidden.~~

~~*Gearbox Karts*~~
U.18.4
Unless Class Regulations permit, ~~T~~the use of programmable electronic engine management systems, which can be varied whilst the kart is in motion, is also forbidden.

Reason: *Avoids the repetition of regulations and clarifies meaning. Deletion of sub-headings to ensure clarity when reading subsequent regulations.*

Implementation: 1st January 2012

JH/as18579/02.03.2011

U17.1.1
All bodywork fitted to short circuit karts (with the exception of pre 2011 homologated Cadets) must be CIK Crash-Tested and Homologated, with the sole exception of the rear protection. CIK Crash-Tested and homologated bodywork that expired in 2008 may continue to be used. CIK Crash-Tested and homologated 'Mini Kart' bodywork is mandatory for the Cadet and Super Cadet Classes for newly homologated chassis from 1st January 2011 (refer to Cadet and Super Cadet Class regulations for specific dimensions).

U17.1.1
All bodywork fitted to short circuit karts (with the exception of ~~pre 2011 homologated~~ Cadets and Super Cadets) must be CIK Crash-Tested and Homologated, with the sole exception of the rear protection. CIK Crash-Tested and homologated bodywork that expired in 2008 or 2011 may continue to be used. CIK Crash-Tested and homologated 'Mini Kart' bodywork ~~is~~ may be mandatory for the Cadet and Super Cadet Classes for ~~newly homologated~~ current homologation chassis from 1st January 201~~1~~2 ~~(refer to Cadet and Super Cadet Class regulations for specific dimensions)~~.

Reason: *Allows bodywork with CIK homologation expiring at the end of this year to continue to be used for MSA karting. No "Mini Kart" bodywork homologation currently exists but may become available before 2012.*

Implementation: 1st January 2012

U17.15.2
Consist of two bars each side of the kart both bars being connected with 2 tubes and welded together, and presenting a vertical flat face, and they must be attached to the chassis frame by a minimum of 2 points. These 2 attachments must be parallel to the ground and perpendicular to the axis of the chassis, and must be a minimum of 500mm apart but are recommended to be a minimum of 520mm apart.

U17.15.2
Consist of two bars each side of the kart both bars being connected with 2 tubes and welded together, and presenting a vertical flat face, and they must be attached to the chassis frame by a minimum of 2 points. These 2 attachments must be parallel to the ground ~~and perpendicular to the axis of the chassis,~~ and must be a minimum of ~~500~~450mm apart ~~but are recommended to be a minimum of 520mm apart~~. Note for CIK Division 1 and 2 Superkarts, the 2 attachments must be perpendicular to the axis of the chassis and must be a minimum of 520mm apart.

Reason: *It has been discovered that a number of existing karts have attachment points less than specified and not necessarily perpendicular to the chassis. It is not considered that these dimensions were a critical safety issue but were incorporated to harmonise with CIK Superkart regulations.*

Implementation: 1st January 2012

Long Circuit Bumpers
U17.11
All long circuit karts, unless specified in class regulations, must be fitted with bumpers/bodywork providing front, rear and side protection.

~~Long Circuit~~ Gearbox Kart Bumpers
U17.11
All ~~long circuit~~ gearbox karts in the 125 Open, 250 National and 210 National classes, unless specified in class regulations, must be fitted with bumpers/bodywork providing front, rear and side protection.

Reason: *"Long Circuit" bumpers is a misnomer as the regulations apply to any of the gearbox classes that do not use the short circuit CIK style of kart.*

Implementation: 1st January 2012

U17.12.6
Have the attachments of the lower bar parallel (in both horizontal and vertical planes) to the axis of the chassis; they must be 220mm minimum apart and centred in relation to the longitudinal axis of the kart at a height of 60mm ± 20mm from the ground.

U17.12.6
Have the attachments of the lower bar parallel (in both horizontal and vertical planes) to the axis of the chassis; they must be ~~220~~155mm minimum apart, but are recommended to be a minimum of 220mm apart as mandated by CIK Superkart regulations, and centred in relation to the longitudinal axis of the kart at a height of 60mm ± 20mm from the ground.

Reason: *It has been discovered that a number of existing karts have attachment points different to that specified. It is not considered that these dimensions were a critical safety issue but were incorporated to harmonise with CIK Superkart regulations.*

Implementation: 1st January 2012
