

REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Committee
Date of meeting:	9 th October 2018
Closing date for consultation:	31 st January 2018
Email for comments:	KartConsultation@msauk.org

Section U

Existing Regulation

16.3. The chassis frame must be constructed from magnetic steel tubing.

16.5.1. The chassis frame must be permanently marked with a unique number and the year of manufacture in an easily accessible position.

16.5.2. The use of titanium or magnesium is prohibited.

Gearbox Kart Bumpers

17.11. All 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.

17.11.1. Rear bumper measurements will be taken as follows:

For the upper element, the measurement will be taken to the top of tube.

For the lower element it will be measured to the top of the tube and then the diameter of that tube subtracted, the result being the official measurement of height.

Where a gap is specified, this will be measured between the bottom of the upper element and the top of the lower element.

All measurements to be taken with the kart in dry condition.

Front Bumper

17.12.4. Have a front overhang of maximum 350mm.

Proposed Regulation

16.3. The chassis frame must be constructed from magnetic steel tubing **and be permanently marked with a unique number in an easily accessible position.**

~~**16.5.1.** The chassis frame must be permanently marked with a unique number and the year of manufacture in an easily accessible position.~~

16.5.2.1. The use of titanium or magnesium is prohibited.

Reason: Deletion of outdated requirement to mark every chassis with year.

Implementation: 01 January 2020

Gearbox Kart Bumpers

17.11. All gearbox karts **except KZ where CIK bodywork is fitted** ~~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.

17.11.1. Rear bumper measurements will be taken as follows:

For the upper element, the measurement will be taken to the top of tube.

For the lower element, **the measurement will be taken to the bottom of the tube** ~~it will be measured to the top of the tube and then the diameter of that tube subtracted, the result being the official measurement of height.~~

Where a gap is specified, this will be measured between the ~~bottom of the~~ upper element and the ~~top of the~~ lower element.

All measurements to be taken with the kart in dry condition.

Front Bumper

17.12.4. Have a front overhang of ~~maximum~~ **minimum** 350mm.

Rear Bumper

17.12.6. Have the attachments of the lower bar parallel (in both horizontal and vertical planes) to the axis of the chassis; they must be 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.

17.13.2.1. The vertical gap between any two horizontal elements must not exceed 95mm. Should that maximum dimension be exceeded there must be at least one element – minimum outside diameter of 18mm and minimum wall thickness of 1.5mm – fitted approximately centrally and vertically seen from the rear, either permanently fixed or clamped between these horizontal elements.

17.13.5. Have its lower tube fixed horizontally between the main uprights or the end of the chassis main tubes, between 40mm and 90mm above the ground in dry configuration, be straight and a minimum of 600mm in length. If the kart is fitted with a rear diffuser with a minimum of 4 vertical strakes, not more than 20mm from the bumper, the minimum height of the lower element must be between 75mm and 165mm.

Alternatively, and for Long Circuit only, the lower tube must be between 100mm and 140mm above the ground in dry configuration, be straight and a minimum of 600mm in length.

17.13.7. In the case where a vertical bumper is fitted, have the extension loops strengthened by triangulated steel braces to the chassis to reduce folding in onto the rear tyre.

Long Circuit Bodywork

17.20.1. Be soundly constructed of a non-metallic material.

17.20.2. If plastic be splinter-proof.

17.21.3. Be nearer to the ground than the floor tray.

17.21.4. Extend laterally beyond the plane of the front and rear tyres (with the front wheels in the straight ahead position and with the wheels in their outermost position), except in the case of a wet race (see Drawing 7, Diagram 9).

17.22. Should a complete bodywork and bubble-shield be used, the bubble-shield shall be connected to the bodywork by no more than four quick release clips and shall have no other fixing device.

Rear Bumper

17.12.6. Have the attachments of the lower bar parallel (in both horizontal and vertical planes) to the axis of the chassis; they must be ~~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.

17.13.2.1. ~~Where~~ ~~the~~ vertical gap between any two horizontal elements ~~must not exceed~~ 95mm. ~~Should that maximum dimension be exceeded there must be~~ at least one element – minimum outside diameter of 18mm and minimum wall thickness of 1.5mm – fitted approximately centrally and vertically seen from the rear, either permanently fixed or clamped between these horizontal elements.

17.13.5. Have its lower tube fixed horizontally between the main uprights or the end of the chassis main tubes, between 40mm and 90mm above the ground in dry configuration, be straight and a minimum of 600mm in length. If the kart is fitted with a rear diffuser with a minimum of 4 vertical strakes, not more than 20mm from the bumper, the minimum height of the lower element must be between ~~75~~ 90mm and 165mm.

~~Alternatively, and for Long Circuit only, the lower tube must be between 100mm and 140mm above the ground in dry configuration, be straight and a minimum of 600mm in length.~~

17.13.7. In the case where a vertical bumper is fitted, have the extension loops strengthened by triangulated steel braces to the **bumper or** chassis to reduce folding in onto the rear tyre.

Long Circuit Bodywork

17.20.1. Be soundly constructed of a non-metallic material **(with the exception of the fixing areas); carbon fibre, Kevlar and glass fibre are permitted.**

17.20.2. If plastic **is used, it must** be splinter-proof.

17.21.3. Be nearer to the ground than the floor tray, **except sidepod and nose floor.**

17.21.4. Extend laterally beyond the **plane outside** of the front and rear **tyres wheels** (with the front wheels in the straight ahead position ~~and with the wheels in their outermost position~~), except in the case of a wet race ~~(see Drawing 7, Diagram 9).~~

17.22. Should ~~a complete~~ **an integrated** bodywork and bubble-shield be used, the bubble-shield shall be connected to the bodywork by no more than four **quick release clips fasteners** and shall have no other fixing device.

17.22.1. Should the bubble shield be a separate structure, its maximum width shall be 500mm and the maximum width of its fixing frame 250mm.

17.22.3. At the bottom the bubble-shield shall end symmetrically 150mm minimum from the pedals in the normal resting position and shall expose (not cover) the feet and the ankles.

17.22.4. In all cases, when the bubble-shield is removed, no part of the bodywork shall cover any part of the Driver seated in the normal position seen from the above.

17.23. The front of the nose of the bodywork must not constitute a sharp angle but must have a minimum radius of 20mm.

17.23.1. Front fairings must be such that it is possible for the front bumper to comply with the requirements.

17.23.2. They must not be wider than the front wheels when in a straight ahead position and the top of the fairing must be above the horizontal plane passing through the top of the front tyres.

17.24. The floor tray shall be of flat construction and must have a curved beading edge.

17.24.1. From 230mm ahead of the rear shaft, the floor tray may have an angle orienting it upwards (extractor). If the latter has one or two side fins, they must not protrude beyond the plane formed by the flat part of the floor tray.

Drawing number 5
Diagram 2



17.22.1. Should the bubble shield be a separate structure, its maximum width shall be 500mm ~~and the maximum width of its fixing frame 250mm.~~

17.22.3. ~~At the bottom the bubble shield shall end symmetrically 150mm minimum from the pedals in the normal resting position and shall expose (not cover) the feet and the ankles.~~ **In all cases, the bubble-shield must be behind the front bumper.**

17.22.4. ~~In all cases, w~~**When the bubble shield is removed, no part of the bodywork shall cover any part of the Driver seated in the normal position seen from the above.**

17.23. The front of the **bodywork** nose ~~of the bodywork~~ **seen from above** must not constitute a sharp **angle point** but must have a minimum radius of 20mm.

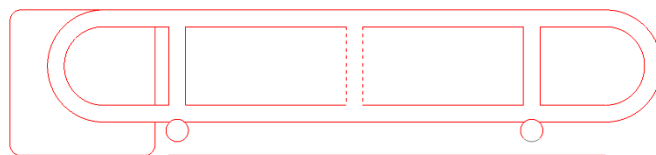
17.23.1. Front fairings must be such that it is possible for the front bumper to comply with these requirements.

17.23.2. They must not be wider than the front wheels when in a straight ahead position ~~and the top of the fairing must be above the horizontal plane passing through the top of the front tyres.~~

17.24. The floor tray shall be of flat construction and **if less than 3mm thick** must have a curved beading edge.

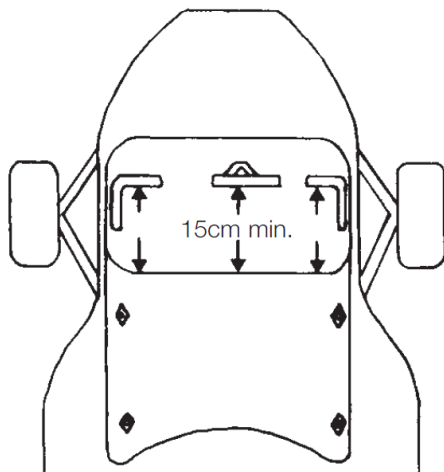
17.24.1. From 230mm ahead of the rear shaft, the floor tray may have an angle orienting it upwards (extractor). If the latter has ~~one or two side~~ **multiple** fins, they must not protrude beyond the plane formed by the flat part of the floor tray.

Drawing number 5
Diagram 2



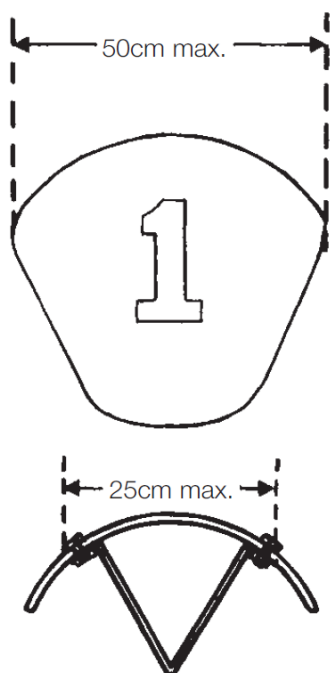
Drawing number 7

Diagram 6



Lower end of bubbleshield showing minimum 15cm gap between shield and pedals. Also indicating the maximum 4 fixing points if shield attached to bodywork.

Diagram 7



Bubbleshield showing overall width dimensions and the maximum width of supports.

Drawing number 7

~~**Diagram 6**~~

~~**Diagram 7**~~

Reason: Updating of gearbox bumper and bodywork regulations to bring them in-line with current practise and CIK requirements.

Implementation: 01 January 2020