

REGULATION CHANGES FOR CONSULTATION

Committee:	Kart Committee
Date of meeting:	25 th March 2014
Closing date for consultation:	13 th June 2014
Email for comments:	KartConsultation@msauk.org

Section U

Existing Regulation

No existing regulation

No existing regulation

No existing regulation

Proposed Regulation

Signals

(U)6.1. Red and Green lights are mandatory for the starting signal.

Reason: Clarification

Implementation: 01 January 2015

(U)3.1.2. Flags as detailed in G.1.4 and Q.15.

(U)6.3. Yellow flags.

(U)6.3.1. A stationary Yellow flag may be introduced: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking.

(U)6.3.2. Yellow flag – Waved: Great danger. Slow down considerably. Be prepared to suddenly change from the projected racing line, or take other evasive action including stopping if necessary. No overtaking. (This signal may be supplemented by flashing yellow light(s), as an added warning).

Reason: Double waved now approved for Circuit Racing are not appropriate for Karting and the above adoption within Section U reverts to the 2013 regulations.

Implementation: 01 January 2015

(U)12.7.4. Where tyres and wheels are lodged in parc fermé, subject to permission from the MSA, karts may be started in a designated area (12.7.1) on a trolley, with all wheel nuts removed from the live axle.

Reason: Addressing an anomaly when parc fermé tyres are used and karts subsequently cannot be run before going on circuit according to (U)12.7.1.

Implementation: 01 January 2015

16.4

Wheelbase – Minimum 101cm, maximum 127cm.
Track – Minimum two-thirds of the wheelbase.

(U)16.4. Wheelbase – **Non-Gearbox, KZ1 and DD2:** Minimum 101cm, maximum ~~127~~107cm, unless specified in Class Regulations.
Gearbox (except as specified above): Minimum 106cm, maximum 127cm.
Track – Minimum two-thirds of the wheelbase.

Reason: Clarification. Aligns with CIK requirements for gearbox and non-gearbox karts.

Implementation: 01 January 2015

Section W

(W)1.5.6.2. British and any National Championships will consist of a maximum of six meetings.

(W)1.5.6.2. British and any National Championships will consist of a maximum of ~~six~~ **seven** meetings.

Reason: The restriction to 6 meetings for a British and/or National Championship is believed, in practice, to be too few and therefore it is propose to permit for an increase to 7 meetings

Implementation: 01 January 2015

Kart Championships held within a standard Club Meeting

(W)1.5.8. There are no restrictions to the number of rounds that may be held for these types of championships provided that they are part of a normal club meeting.

(W)1.5.8.1. The number of additional classes represented may not exceed 40% of the number of classes present at the club meeting.

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(W)1.5.8.1. The number of additional classes represented may not exceed 40% of the number of classes present at the club meeting.

(W)1.5.8.2. Championship drivers will fully integrate with the Club meeting and will compete alongside the club racer. No separate races are to be run for classes already run by the host club.

Reason: Clarification.

Implementation: 01 January 2015

Section Q

(Q)15.1. Officials' Signals will be conveyed to drivers by the following flag signals (14.4). Signals (k), (l) and (m) may be displayed by an appropriately coloured panel to which the competitor number may be attached:

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Reason: To provide for future development of electronic signalling. This proposal has the support of Race Committee.

Implementation: 01 January 2015

Existing Regulation

(U)15.4. Pre-race training for 6-7 year olds. A competitor may continue in the class until their 8th birthday.

(U)15

The Class age breaks are given below. Regulations within the Kart Race Yearbook may apply further limitations.

No existing regulation

No existing regulation

No existing regulation

No existing regulation

17.29.7

Clubs may run classes to heavier weight limits (if MSA approval is given by the issue of a Kart Technical Exception (KTE)), but may not reduce the weight limits.

Proposed Regulation

(U)15.4. Pre-race training, in accordance with the current MSA Bambino Karting Regulations, for 6-7 year olds. A competitor may continue in the class until 31st December of the year of their 8th birthday.

Reason: Clarification for the compliance with MSA Bambino Regulations. In addition to extending the ability for a driver to remain in Bambino until 31st December of the 8th birthday, before the required move to Cadet.

Implementation: 01 January 2015

(U)15 The Class age and weight breaks are given below. Regulations within the Kart Race Yearbook may apply further limitations.

(U) 15.2.4. A minimum driver weight is required in all Junior classes. This weight will be defined in Class Regulations by applying a kart-to-driver weight ratio as follows:

(U)15.2.4.1. For classes with an entry age below the year of the 13th birthday, the ratio will be no greater than 2.5:1.

(U)15.2.4.2. For classes with an entry age of the year of the 13th birthday or above, the ratio will be no greater than 2.6:1.

(U)15.3.2. A minimum driver weight is required for any driver below the age of 16 competing in a Senior class, with the exception of International A or B licence holders (15.2.1). This weight is defined in individual Class Regulations.

(U)17.29. Subject to 15, Clubs may run classes to heavier weight limits (if MSA approval is given by the issue of a Kart Technical Exception (KTE)), but may not reduce the weight limits.

Reason: Safety. Enforcing weight ratios already adopted by all current Junior classes and new-for-2014 classes, as well as introduction of a Senior minimum driver weight for U16s. Addressing concerns over light drivers in heavy karts.

From a safety perspective, this all increases safety by limiting the potential weight of the kart in relation to the driver.

Implementation: 01 January 2015

Existing Regulation

15.2.1

A Junior who is no longer a Novice (14.1.2) may transfer to any Senior Class (subject to the SRs of that Class so Permitting) at any time during the year of their 16th birthday.

Proposed Regulation

(U) 15.2.1. A Junior who is no longer a Novice (14.1.2) may transfer to any Senior Class (subject to the SRs of that Class so Permitting) at any time during the year of their 16th birthday. **Exceptionally, a holder of a Kart National A licence may transfer to a Senior class from their 15th birthday, subject to meeting the required minimum driver weight if under 16 (15.3.2). Additionally, a holder of an International A or B kart licence may transfer to a Senior class at any time.**

Reason: *Allows drivers who have the necessary experience to transfer to a Senior class from their 15th birthday, rather than year of 16th. Minimum weight requirement must be met if a driver enters a Senior class before their 16th birthday.*

Exception made for International licence holders, who can race Internationally in Seniors, but must currently revert to Juniors to race in the UK. A CIK International A or B licence can be obtained in the year of the 15th birthday with the necessary experience. From a safety perspective, it is felt that such drivers have proven extensive experience in their capability to drive appropriate equipment and a medical is required for the International licence, therefore no safety concerns are raised.

Implementation: 01 January 2015