

Kart Technical Exception Class Approval

Ref: **KTE-2014-218**


The MSA can confirm that ABkC has been granted permission to run the 125 Open (S/C) Class in the UK. Class Regulations will be reviewed by the MSA on a yearly basis.

Details:

Class Regulations as attached.

Date Approved: 09 January 2014

MSA Stamp & Signature:



MSA

JOE HICKERTON
MSA Technical Administrator

125F.0	Group	Senior (Gearbox)
125F.1	Class	Formula 125 Open (Short Circuit)
	Affiliation	ABkC

125F.2 Introduction. This club class no longer has a national ABkC championship. The class is based on unrestricted reed and rotary valve engines with some restrictions and modifications. Karts conforming to the Formula KZ UK regulations (including class tyres) may compete in this class at their class weight of 180kg. References to Section U refer to the MSA Competitors' and Officials' Yearbook.

125F.3 Chassis. Must conform to current MSA Yearbook Technical and Safety regulations. All chassis main parts must be firmly secured together on to the chassis frame. Flexible connections are only authorised for the conventional steering knuckle support, and for the steering system. All other devices with the function of one, two or three dimensional joints are forbidden. The chassis frame is the central and main supporting element of the entire vehicle. It must have the necessary strength in order to be able to absorb the loads which are produced when the vehicle is in motion. Any hydraulic, pneumatic or elastomeric elements for damping chassis oscillation are forbidden.

125F.3.1 Bodywork. Crash tested and homologated Sidepods, front fairing and front Nassau panel to MSA Yearbook regulations and where appropriate Appendix 4 are mandatory for all post 2002 CIK homologated karts. For all other karts bodywork and/or front fairings are not mandatory and F.2.3.2 to F.2.3.5 is applicable. 'Wedge' shaped front fairings are not permitted.

125F.3.2 Front, rear and side protection is mandatory and must comply with the MSA Competitors' and Officials' Yearbook with the following exceptions:

125F.3.3 Unless a front fairing is fitted conforming to Section U, the front bumper must conform to U17.12. In Long Circuit racing trim, it must allow the attachment of the compulsory front fairing.

125F.3.4 Unless crash-tested bodywork is fitted conforming to Section U, side bumpers are mandatory and must conform to U17.15-17.17.

125F.3.5 In the case of a 'Wet Race' side bumpers or bodywork may not be located outside the plane passing through the outer edge of the rear wheels.

125F.3.6 Bubble shields conforming to U17.22 are permitted.

125F.3.7 Floortrays are permitted to extend rearwards beyond the central strut of the chassis frame as for karts in Long Circuit trim as defined in U16.6.

125F.3.8 Rear bumper must be fitted in accordance with U17.13.

125F.4 Engine. Any 125cc engine previously or currently eligible for CIK Formula C (single cylinder engine with reed-valve or rotary-valve intake, air cooled by natural air flow or water cooled, with one single circuit*, registered by the CIK-FIA before March 2000 and valid, or water cooled single cylinder engine with reed valve intake, with one single circuit*, homologated by the CIK-FIA in ICC) plus any engine registered with the MSA for the pre 2004 National 125 class or any ICC homologated engine with a cassette gearbox option from the original manufacturer. *An additional inner circuit for the normal functioning of a thermostat is allowed.

Active power valves are not permitted but may be used if locked in position.

125F.4.1 Tuning Regulations.

Modifications to the engine are allowed, providing the following are not varied.

- a) Stroke.
- b) Bore (outside maximum limits).
- c) Connecting rod centre line (magnetic material only).

d) Crankshaft must be on the manufacturer's parts list.

e) External appearance of the engine other than carburettor, ignition system, carburettor rubber mounting, clutch cover, engine mounting points and reed block where applicable. (The addition of a fuel pulse pump adapter is permitted.)

f) Number of carburettors (1 only). The material magnesium is not permitted.

g) All systems of injection and/or spraying of products other than permitted fuel are forbidden.

h) No form of electronic carburetion system.

i) No form of variable ignition that may be adjusted whilst the kart is in motion.

125F.4.2 Silencing. Intake – See Appendix 3.
Exhaust – See Appendix 3.

125F.5 Transmission. Maximum of six gears.

125F.6 Brakes. Brakes as U16.10.

125F.7 Tyres.

Short Circuit: This class is limited to 5in diameter wheels with a maximum rear tyre width of 7.1in or 6in diameter wheels with a maximum tyre width of 8in. Fronts up to 5.5in maximum width.

Dry: Bridgestone YMH or Dunlop DFH or Le Cont LO 10 or Vega XH (all CIK 'Option' homologated).

Wet: Any wet tyre CIK homologated from 2011 onwards from Bridgestone, Dunlop, Le Cont or Vega noting the current (2014) 5" homologations are Bridgestone YLP, Dunlop KT14, Le Cont LH06W or Vega W5. Only complete sets of the same type of tyre are permitted.

125F.8 General.

125F.8.1 Weight. (Appendix 4, D.6) Minimum 185kg short circuit trim, 190kg long circuit trim.

125F.8.2 Plates. Blue number plates with white numbers. U17.27 applies.

125F.8.3 Age. The class is open to any driver aged 16 or over on short or long circuits. On short circuit a junior may transfer to the class at any time during the year that he or she attains their sixteenth birthday, provided that they hold a minimum of a National A licence.

Approved by MSA KTE-2014-218