

Kart Technical Exception Class Approval

Ref: **KTE-2012-143**

The MSA can confirm that ABkC has been granted permission to run the World Formula Class in the UK. Class Regulations will be reviewed by the MSA on a yearly basis.

Details:

Class Regulations as attached.

Date Approved: 26 January 2012

Reissued: 02 March 2012

MSA Stamp & Signature:



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MSA Technical Administrator

WORLD FORMULA – UK (2012)

CLASS REGULATIONS

- 1.0 Group: Senior, direct drive
- 1.1 Class: World Formula UK
- 1.1.1 Affiliation: ABkC
- 1.2 Introduction: This class may be offered by ABkC clubs under MSA U.1.1.3 & U.1.2 regulations and for senior Kart Tyro events. This class aims to provide, at club level, performance similar to, or slightly better, than that of conventional prokarts and less than Formula TKM or equivalent. It is suggested that in the event of there not being enough entries for a race of its own that these karts be amalgamated or have split starts with prokarts, Formula TKM or similar performance classes. It is expected that the class will continue to evolve and the ABkC reserves the right to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy and the wishes of the competitors.
- 1.3 Chassis: Any chassis conforming to MSA Direct Drive Regulations are permitted.
- 1.3.1 Materials The following materials are specifically prohibited except for use in seats and floor trays: Kevlar, carbon fibre, composite materials, magnesium and titanium, except that magnesium is permitted in non CIK World Formula design karts.
- 1.3.2 Bodywork Bodywork must conform to MSA regulations.
- 1.4 Engine: The CIK homologated Briggs & Stratton World Formula engine as imported and sealed by Zoom or RPM Racing Engines (RPM) are eligible for this class. The engine was re-homologated from October 2006 with a revised PVL coil with inbuilt rev limiter and revised flywheel. Either this or the original engine or the original updated to the latest specification is eligible for the class or the use of the alternative ignition magneto as described in 1.4.1.
- 1.4.1 Modifications. The engine and its ancillaries may not be modified in any way except as stated here. The starter motor and battery are optional fitments. If the starter motor is fitted then the Briggs &

Stratton third support bracket as introduced in 2005 is mandatory. If the starter motor is removed then it is mandatory to fit a blanking plate. Engines will be sealed at source by the UK importers Zoom or RPM. It is the competitor's responsibility to ensure that the numbers inscribed on the engine and the official seal correspond with those on the engine's record card at all times and entered on the scrutineering card. In a similar fashion, the supplied exhaust should remain in use with its original markings in place. The importer may exercise the right to inspect any engine returned for resealing, and to test its power output. Any engine found to be modified will have its seal and Log Book confiscated. The engine will be returned to the owner who will be invoiced for the work done. This engine will no longer be eligible for competition use.

Engine to be used with airbox, carburettor, exhaust and ignition system supplied by the manufacturer. It is permitted to replace the ignition magneto with Briggs & Stratton part number 555681 (This does not have a rev-limiter).

The replacement of external fasteners with non Briggs & Stratton parts is permitted so long as they are compatible and do not compromise safety or increase performance.

Fasteners may be drilled and lock-wired. The use of helicoil or inserts to repair damaged threads is permitted.

Bore and stroke must remain as standard, subject to manufacturer's tolerances. Ignition system and timing may not be altered in any way.

Carburettor jets are free and needle may be changed. Position and method of mounting the battery, wiring loom, exhaust system and fuel pump are free providing they are securely fixed to the satisfaction of the meeting's scrutineers and in accordance with MSA Regulations.

The organisers reserve the right to remove an engine or its ancillary components, in order to check its compliance with the regulations.

The engine log-book must be available at all times and championship regulations may require it to be lodged with the scrutineers.

1.4.2 Intake silencer: The airbox supplied with the engine must be unmodified and used with its original supplied filter in place.

1.4.3 Silencer: The silencer supplied with the engine as original equipment from Zoom or RPM may not be modified in any way except that it is permissible to weld tags to the exhaust primarily for

- the purpose of supporting a heat shield. This action must not in anyway change the shape or position of the silencer.
- 1.4.4 Price: The engine and all necessary auxiliaries are to be available for a price not exceeding £695 plus VAT in 2011 (mandatory exhaust extra, optional ignition extra).
- 1.5 Transmission: Direct from engine to axle via a single length of chain. Only the clutch supplied with the engine must be used, with its standard, unmodified components. Optional sprockets of 16 and 17 tooth are permitted.
- 1.6 Brakes: Hydraulic disc brake in accordance with U.16.10 to U.16.10.10 inclusive operating on rear wheels only.
- 1.7 Tyres: From the following list and must be specified in SRs:
Dry: Bridgestone YJL front 4.5 x 10 x 5 and rear 7.1 x 11 x 5 with MSA markings.
Wet: Bridgestone YGR Front 4 x 10 x 5, Rear 6 x 11 x 5
Dry: Bridgestone YDS front 4.5 x 10 x 5 and rear 7.1 x 11 x 5
Wet: Bridgestone YDK Front 4 x 10 x 5, Rear 6 x 11 x 5
Dry: Dunlop SL3 Front 10 x 4.5 x 5, Rear 11 x 7.1 x 5
Wet: Dunlop KT3 Front 10 x 3.6 x 5, Rear 11 x 6.0 x 5
- 1.8 General: An ignition kill switch is fitted on the engine cowling. It must remain functional and be clearly identified with a blue triangle to assist marshals in the event of an incident. Data logging is permitted.
- 1.9 Weight: Minimum race weight of 162 kg including driver at all times. When the class has grown it is anticipated that this weight may reduce, and a 'heavyweight' class introduced simultaneously.
- 1.10 Number Plates: Green with white numbers.
- 1.11 Age: The class is open to any driver aged 16 or over. A junior may transfer to this senior class at any time during the year that he/she achieves their sixteenth birthday (U.15.2.1). Having moved into a senior class he/she may not revert to a junior class.
- 1.13 Implementation: Briggs & Stratton WF engines supplied from October 2003 will be sealed by the UK Importers Zoom or RPM. Engines not sealed via Zoom or RPM or without the importer's seal will not be eligible to race in the UK.