

The MSA has issued the following clarifications and corrections to kart regulations, reference JAS/jas/10001, on 23 February 2006

Corrections to Kart Race Yearbook

Page 89 – Appendix 13 – Summary of Main Kart Classes for 2006 with popular options.

Junior Gearbox Tyres – Wet ~~Dunlop KT8~~ **Dunlop KT10**

Clarifications to Kart Race Yearbook

Page 14 – Formula Rotax Junior UK

B1.2 Introduction: This class endeavours to provide performance approaching that of Junior ICA combined with low running costs and low noise levels. Lap times are similar to those of Junior ICA. It is expected that the class will continue to evolve ~~during its early life~~ and the promoters reserve the right, **with the agreement of the MSA**, to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy, wishes of competitors and changes of specification from Rotax. Enquiries to J.a.G Engineering, 1 Windsor Business Units, Wealden Business Park, Crowborough, East Sussex. TN6 2JJ 01892 611805

Reason: Clarification

Page 29 – B4 Formula Rotax Mini Max

B4.2 Introduction: A restricted version of the FR 125 Junior Max to give the younger driver the opportunity to race Rotax Max. **The promoters reserve the right, with the agreement of the MSA, to alter technical regulations at short notice to ensure safety of drivers, fairness of competition, economy, wishes of competitors and changes of specifications from Rotax.”**

Page 14 Formula Rotax Junior UK B1.4.1

Page 30 Formula Rotax Mini Max B4.4.1

Page 40 Formula Rotax 125 Max C2.4.1

Sentence amended to read:”All parts used in or on this engine must be of original manufacture or source as supplied by Rotax **for the FR 125 Max** ~~except where expressly allowed~~ **unless otherwise stated.**

Reason: Clarification

Page 16 Formula Rotax Junior UK B1.4.2,

Page 30 Formula Rotax Mini Max B4.4.3

Page 42 Formula Rotax 125 Max C2.4.2

Carburettor: Dell’orto VHSB 34 QD ~~or~~ QS

All parts of the carburettor including the body are to be unmodified and run as supplied by Rotax. The carburettor must have VHSB 34 (cast in body) QD or QS (stamped on body). All parts must comply with the official fiche. The only adjustments allowed are the main jet, external air screw, throttle stop adjustment screw, and needle position on the five grooves provided. Needle jet atomiser FN 266. Choke jet 60. Idle jet 30, idle jet emulsion tube 30. Needle K27 or K98 (Rotax Part No 261191). Float needle valve 150. Slide 40. Floats 5.2gr. Atomiser Type 2.

Alternative idle jet 60, idle jet emulsion tube 60, and 3.6gr floats may also be used. Idle jets,

Idle jet emulsion tubes and floats may not be mixed and only used in one of the two following

combinations:-

Combination 1 Idle jet 30, Idle jet emulsion tube 30, Floats 5.2gr.

Combination 2 Idle jet 60, Idle jet emulsion tube 60, Floats 3.6gr.

The venturi must have 34 cast and 12.5 or 8.5 stamped on the top of the venturi. Throttle cable and adjusters are free. It is permitted to use a single length of vent tube looped across the two air vents of the carburettor with a hole or slot cut in the side of the vent tube at the top of the loop.

Reason for change: Production change to improve drivability/usability, replaces obsolete parts.

Page 40 Formula Rotax 125 Max

C2.2 Introduction: This class endeavours to provide performance approaching that of conventional 100cc racing karts combined with low running costs and low noise levels. Lap times are similar to those of Formula ICA. It is expected that the class will continue to evolve ~~during its early life~~ and the promoters reserve the right to alter the technical regulations at short notice to ensure safety of drivers, fairness of competition, economy, wishes of competitors and changes of specifications from Rotax agreed by the MSA. Enquiries to J.A.G. Engineering, 1 Windsor Business Units, Wealden Business Park, Crowborough, East Sussex TN6 2JR, Tel: 01892 611805.

Reason: Clarification

Page 42 Formula Rotax 125 Max

C2.4.4 Intake Silencer: The air box supplied with the engine must be unmodified except for the bottom half of the air box where the lug support ribs, on the longitudinal side, may be removed to allow the fitting of the air box support bracket. The air box must be used with its filter in place

- a) In dry race conditions the air box MUST be positioned with inlet trumpets to the bottom of the box. The air box must be securely fitted in a manner to prevent rotation.
- b) In wet conditions i.e. only when declared a wet meeting by the Clerk of the Course the air box may be fitted in any position
- c) If the meeting is declared open
Kart on wet tyres – position free
Kart on Dry tyres – fix as dry

~~d) An 8mm diameter hole is permitted in the bottom airbox half.~~ It is permitted for the airbox lower half to have a single 8mm maximum diameter hole positioned in a central location using the area of the injection mould marks as a guide.

Reason: Clarification

Page 16 Formula Rotax Junior UK B1.4.7, Ignition Unit

Page 30 Formula Rotax Mini Max B4.4.7, Ignition Unit

Page 42 Formula Rotax 125 Max C2.4.7, Ignition Unit

Additional sentence: “Any make of battery is permitted provided it is of the same specification as supplied by Rotax for the FR125MAX 12V/6.5Ah, 12V/7.2Ah or 12V/9Ah. FIAMM-GS type FG20651, FG20722, FGHL20722, FGH20902 or YUASA YT7B-BS recommended.”

Reason: Clarification

Corrections to MSA Competitors' Yearbook.

SECTION N, MSA COMPETITORS' YEARBOOK

Any reference to “CIK 08 homologated bodywork” should be changed to “CIK 08 or later homologated bodywork”.

N14.13.3 Delete reference to N14.14 and replace with N14.15

Reason: Typographical error