

# Kart Technical Exception Class Approval

Ref: **KTE-2011-076**

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

## Details:

Class Regulations as attached.

The only Championship permitted for this class in 2011 is:

- Super One KGP Championship

**Date Approved:** 10 November 2010

MSA Stamp & Signature:



**JOE HICKERTON**  
MSA Technical Administrator

## Formula KGP

Group: Senior 125cc TAG

Class : Formula KGP

Class criteria: Two weight divisions are available "Pro" and " Masters"

Affiliation: Commercial: Kart Grand Prix UK Ltd Lissone House, Harris Business Park, Bromsgrove, Worcestershire, B60 4DJ. Tel: 01527 88281

### Introduction:

Kart Grand Prix is a single make engine class. The engine is manufactured by BMB srl using their 2 stroke TAG 125cc BMB HAT engine. The engine produces 30HP and is unsealed. The engine can be tuned in line with the engine fiche. Being unsealed it gives the competitor the possibility to carry out their own maintenance and keep their running costs low. The class is intended to run as a national Championship in the S1 in 2011. Formula KGP can also be run by selected clubs under a closed to club basis.

### 1.0. Chassis:

Any chassis conforming to MSA direct drive regulations.

### 2.0 Engine:

The only engine eligible for competition is the BMB 125cc HAT imported into the U.K by KGP UK Ltd. Each engine will be registered with KGP UK Ltd at the point of purchase and the serial number held on the KGP UK database. KGP UK Ltd reserve the right and without compensation to remove any engine from the database at any point due to non compliance. The engine is a 2 stroke 125cc single cylinder, re-boreable cast iron liner, water cooled and reed valve induction. The database will be available "online" for scrutineers to verify an engine.

### 2.1 Modifications:

The engine may be tuned in line with the engine fiche. Filing, grinding, polishing and machining of the cylinder, liner, cylinder head and crankcases is allowed providing the engine complies with dimensions stated in the BMB HAT engine fiche. The exhaust pipe, ignition and clutch systems must be used in original state without any modification and comply with the engine fiche at all times. Repairs to damaged threads with heli-coils or inserts are allowed with the exception of the spark plug thread in the Cylinder head where it is not permitted to be repaired. Starter Motors are also allowed to be repaired / serviced.

### 3.0 Carburetor:

Tryton model: HB- 27 – part number 40.10144.00. The carburetor must comply with the drawing in the BMB HAT engine fiche at all times. Only Tryton HB -27 carburetors imported by KGP UK Ltd stamped with the Official KGP logo may be used.

### 4.0 Transmission:

Direct from the engine to the rear axle via a single length of 219 chain. The original KGP clutch may not be modified in any way and the engine must engage before 5000 rpm. A rubber o ring may be used behind the clutch roller cage to help prevent possible grease contamination to the clutch.

### 5.0 Radiator and water pipes:

The only radiators permitted are

Freeline M radiator assembly part no 3425.00.01

Freeline L radiator assembly part no 3425.00.02

lame radiator assembly part no T-8000A

Ridolfi Righetti Radiator part no : K547F

Minor repairs to radiators are permitted.

The radiator must be fitted on the brake side of the kart. Only one radiator may be used at any time.

Make of water pipes : free

T pieces (make free) to fit water temp probe allowed.

5.1 **Inline water thermostat:** may be used type and make free.

6.0 **Water pump:** must be driven via the rear axle type and make free.

**7.0 Spark Plug :** The only spark plugs permitted for use are:

BMB Brisk S spark plug part number: 10.9884.00 or NGK spark plug model 9 EGV. These must be unmodified and have a sealing washer in place at all times.

**8.0 Air box:** The only air box permitted is the Freeline B23R foam filtered air box part number: 6680.00.01ro. Both current and expired CIK versions are allowed.

**9.0 Exhaust system:** BMB 28/M/18 unmodified and must conform to the drawing in the engine fiche at all times. The exhaust **cannot** be painted and the use of any other coatings or plating is not permitted. A exhaust temp probe may be fitted in the mounting place provided on the exhaust.

**10. Electronic unit/ on/off button and battery:** These must be used as supplied and using the mounting bracket supplied with the engine and be mounted underneath the front Nassau panel. The loom and wiring may not be altered in any way and must be in original state at all times. The on/off button and led circuit light must also be mounted on the front Nassau panel. A blue triangle sticker must be applied next to the on/off button to aid marshals in the event of an incident.

**11.0 Brakes:** Hydraulic disc brake operating on rear wheels only.

**12.0 Tyres:**

DRY: VEGA XH marked "KGP" sizes: 10x4.60-5 front: 11x7.10-5 rear.

WET: VEGA W5 marked "KGP" sizes: 10x4.20-5 front: 11x6.00-5 rear

### **13.0 Fuel:**

The fuel used must be Petrol: Motor Gasoline of the type on sale to the general public as per MSA regulations page 59 "The terminology" sub section pump fuel.

### **13.1 Oil**

The only 2 stroke oil permitted is the "Kart Grand Prix oil" made by Exced and distributed by KGP UK Ltd.

### **14.0 Age:**

The Class is open to any driver aged 16 years of age or over. A Junior may transfer to this senior class at any time during the year that he/she achieves the sixteenth birthday, subject to U15.2.1. of the Competitors Yearbook. Having moved into the senior class he/she may not revert to a junior class.

### **15.0 Weight**

The minimum weight limit for KGP "Pro" is 165Kgs including driver at all times.

The minimum weight limit for KGP "Masters" is 177kgs including driver at all times.

To be eligible to race in the KGP Masters the driver's minimum weight with his crash helmet, gloves, boots, rib protector and suit should be no less than 85kgs. However, if the driver is aged 30 years or over then the minimum weight of 85kg is waived and he/she is free to choose to participate in KGP Pro or KGP Masters. If the KGP Masters category is chosen then he/she must then ensure that the correct amount of ballast is carried to achieve the minimum weight of 172kgs.

### **16. Race Numbers**

Race numbers must be shown on all four sides of the kart as per MSA technical regulation, U17.27.4 Background number plate colors should be

KGP "Pro"

Yellow with black race numbers.

KGP "Masters" Green with white race numbers

Novice's number plates should be black with white numbers as per MSA regulation U17.25.1 to 17.25.4

### 17. Data Logging:

Devices for recording and displaying of data are limited to engine rpm, speed, exhaust gas temperature, water temp, lap times, G lateral forces, and engine hours. Devices can download data to a laptop for analysis while the kart is stationary but cannot use telemetry (wire-less transmission from the kart directly to the pits or anyone else while the kart is running. This data and information must be made available to any scrutineer upon request.

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