

# Kart Technical Exception Class Approval

Ref: **KTE-2012-124**

The MSA can confirm that John Mills Engineering / ABkC has been granted permission to run the WTP Cadet Class in the UK. Class Regulations will be reviewed by the MSA on a yearly basis.

## Details:

Class Regulations as attached.

**Date Approved:** 16 December 2011

MSA Stamp & Signature:



**JOE HICKERTON**  
MSA Technical Administrator

## **WTP1.0 WTP SPECIFIC REGULATIONS**

**Affiliation** Commercial: John Mills Engineering Ltd./ABkC

**WTP1.1 Engine.** WTP 60 B1 (original model) or B5 (electric starter option model) two-stroke engine equipped with recoil starter, fixed ignition, centrifugal clutch, carburettor, air box and exhaust system. The power unit, as raced must conform in all aspects with the homologation fiche. Compliance with the homologation fiche may be checked at any time during an event. No addition of, or other change of material is permitted. No modification or tuning for whatever purpose is allowed except for those listed below or where expressly permitted by the MSA. Where specific dimensions are not given for the engine and its supplied accessories in the homologation fiche, the dimensions will be checked against a control engine held by the importer. The only replacement parts which will be allowed are those supplied by the manufacturer and listed on their parts list for the WTP 60cc engine (except for spark plug of the same type and plug cap). The only spark plugs permitted are:

Nippon Denso Iridium IW24, IW27, IW29, IW31  
NGK B8EG, B9EG, B10EG, B8EGV, B9EGV, B10EGV, Iridium BR8EIX, BR9EIX, BR10EIX.

Other spark plugs may be added to the list from time to time.

The WTP 60 B5 model, with electric starter, must run at all times with the exhaust restrictor, battery and starter motor fitted and with the starter ring gear fitted to the clutch. The restrictor must be as supplied by John Mills Engineering and comply with the official fiche, no modifications allowed. Exhaust flange restrictor, 14mm maximum round bore, all exhaust gases must pass through this restrictor. The exhaust must be fitted with one standard WTP exhaust gasket between the cylinder and the exhaust restrictor. The inlet must be fitted with one standard paper gasket each side of the unmodified plastic thermal heat spacer. Any further performance limiting method as announced by John Mills Engineering with the approval of the MSA must be fitted at all times.

**WTP1.1.1 Engine Management.** Engine management equipment/systems are prohibited.

**WTP1.1.2 Engine Sealing.** All engines must be sealed with an official seal to prevent modification and will be issued with an official JM identity card. The numbers inscribed on the engine and seal must correspond with those on the identity card at all times, it is the competitors responsibility to ensure that this is the case. Only authorised dealers will be issued with seals for use during maintenance of the engines. The identity card must be filled in and signed by an authorised dealer. The engine must be presented at scrutineering with the official class seal intact and the identity card lodged with the scrutineer, if requested to do so. The card must be collected by the competitor at the end of the race meeting. Should a seal become damaged, loose or lost during racing it must be reported to the meeting's scrutineer before leaving parc fermé. To allow the competitor to continue racing the scrutineer may, at their discretion, re-seal the engine with a temporary official MSA seal, the details of which must be entered on the identity card and signed by the scrutineer. The engine must be taken to an official dealer with the MSA seal intact to be re-sealed with an official class seal before competing at the next race meeting, unless specific permission is granted by the MSA.

**WTP1.1.3 Engine Modifications.** The following modifications/additions are permitted:

- (i) A small bracket for the support of the exhaust system.
- (ii) The use of a small inline fuel filter with gauze.
- (iii) The fitment of a cable stop/throttle adjuster to the throttle bracket.
- (iv) The air box may be turned from the original straight inlet upright position only when wet tyres are in use.
- (v) A WTP gauze filter may be fitted on the inlet lug.
- (vi) The carburettor needle valve, diaphragm and tension spring may be replaced by Tillotson parts of the same type/dimensions as original item.
- (vii) The main silencer may be painted with heat resistant paint. Black colour only or externally hand polished, but not chrome plated.

No other modifications/additions can be made unless expressly permitted by the MSA.

**WTP1.2 General.** A working ignition kill switch must be fitted and marked with a blue triangle to assist marshals in the event of an incident.

**WTP1.3 Weight.** Model B1: minimum 93kg, including the driver. Model B5 (with electric starter): minimum 103kg, including the driver.

**WTP1.4 Plates.** Green with white numbers (see U17.27). The numbers must be of the 'Classic' type as described in U17.27.3.

Approved by MSA on KTE-2012-124