

# Kart Technical Exception Class Approval

Ref: **KTE-2017-351**

The MSA can confirm that CGC Karting Ltd has been granted permission to run the Gillard Junior Tyro Class in the UK. Class Regulations will be reviewed by the MSA on a yearly basis.

## Details:

Class Regulations as attached.

**Date Approved:** 23 May 2017

MSA Stamp & Signature:



**Joe Hickerton**  
MSA Technical Manager

**Application for a KTE for the Gillard Junior Tyro 2017**

Areas in red are changes proposed for 2017

**Group** Junior - Direct Drive

**Class** Gillard Junior Tyro

**Introduction**

Within the MSA Junior Tyro class the Gillard Junior Tyro concept has been developed to offer low cost racing in an effort to bring more young people into the sport. The concept of operating simplicity enables even the most non technical parent to provide sufficient input for the child and parent to enjoy their days racing.

If these regulations do not say that an action is permissible it may be deemed illegal.

**Chassis**

The Gillard Tyro chassis is specifically made for this concept to enable the use of a universal tyre. The chassis is made of 28mm tubing with a 101cm wheelbase. The chassis may not be modified in any way from that first delivered to a customer, except that (i) lead weight may be added as required, (ii) pedal stops may be removed for short drivers and pedal extensions are permissible, (iii) a different sized seat may be fitted but this must be supplied by Gillard or CGC, (iv) Balancing weights may be fitted to the front wheels. The front track is variable between 106 and 112cms the rear variable between 118 and 130cms, steering is by a fixed Ackermann and a 30mm hollow rear axle is fitted. A mechanical brake is fitted to the rear axle. Only genuine Gillard replacement parts purchased from Gillard Engineering or CGC Karting are permitted.

**Bodywork**

Side pods, side bars, and Nassau panel are to MSA Competitors and Officials Yearbook regulations. The Stilo front spoiler is mounted upon a CIK/20 mounting block using the upper and lower loops on the original chassis design. All the bodywork components may only be replaced with Gillard supplied units. The side pods must carry the Gillard name to the same size and design as those on the original sticker kit. Alternative stickers are allowed provided that they allow space to conform to the above stipulation.

### Numbers

Numbers are black on a white ground. Numbers between 11 and 89 are allowed provided an existing driver does not already have their number registered with CGC Karting.

### Engine

A Radne Racket 95cc two stroke engine is used, conforming in every way with the Fiche. A BPM7Y or 8Y spark plug must be used. The only modification that is allowed is for a hole to be made in the engine cover to allow a temperature sensor to be fitted whilst still enabling easy access to the spark plug. The engine is fitted with an 11 tooth sprocket and a dry clutch. The fuel is fed from a Tillotson 319A carburettor that must not be modified in any way. The only modification to the exhaust system is to allow the rivets in the silencer to be drilled out and be re fixed by suitable screws when replacing the Radne branded exhaust mat. Either a blue intake silencer or a bottle type with a twin front intake must be used without modification. The engine has either a TAG system or a combined TAG and pull start. To reduce weight it is permitted to remove the battery/start button unit and the starter motor. In this case a Protrain standard kill switch must be fitted, and be situated on the chassis rail in a similar position to that used by the battery kill switch.

### Maintenance

Maintenance of the engine and carburettor may only be carried out through the registered service organisation, BRT, or a member of the Protrain/CGC staff. Owners are permitted to replace the exhaust mat with the branded Radne Exhaust Mat and to replace the brake pads with the official Gillard spare parts. Both the crank case and the crank case to barrel are sealed with a Radne tamper proof system.

### Tyres

Tyres are Heidenau HDD intermediate 10x4.50x5 fitted to front and 11x7x5 fitted to the rear. Prior to taking part in a race the tread pattern must be visible over at least 75% of the width of the tyre. The tyres fitted on the kart when it arrives on Saturday are the tyres for the weekend unless they do not conform to the tread regulation. The only change to this is if new tyres are ordered in advance and in that case they must be fitted prior to going onto the circuit for the first time. The use of multiple sets of race tyres is not permitted; Tyres are colour coded per batch.

## Gillard Junior Tyro 2017

### Sprocket

The **standard** rear axle sprocket is 79 teeth; **any change in the** sprocket to be used on a circuit will be specified in the Tyro News Letter. Drivers, who weight in excess of 60kgs ready to race, may take the option of up to 2 teeth more than the standard specification for a particular circuit.

### Electronic Monitoring Devices

**A device capable of monitoring lap time and the engine rev range is permitted, provided it is mounted on the steering wheel according to the MSA regulations. If the device is capable of downloading data this is NOT permitted at the circuit.**

### Weight

The minimum weight of kart plus driver is 120kgs; the minimum weight of a driver is 34kgs as per U17.29.6.

### Age

The age range for the Gillard Junior Tyro is from the 11<sup>th</sup> birthday to the end of the year in which the driver becomes 16 years of age.



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