

Kart Clubman Senior (World Formula)

Complying with MSA Kart Clubman regulations with the following variations and additions:

KC1.5 Engine. The only eligible engine permitted is the CIK homologated Briggs & Stratton World Formula engine as imported by RPM Racing Engines.

A log book will be issued with each engine from RPM, the log book remains the property of RPM.

KC.1.5.2 Engine 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 is mandatory. If the starter motor is removed then it is mandatory to fit a blanking plate.

The importer may exercise the right to inspect any engine and to test its power output. Any engine found to be modified will have its 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 and ignition system supplied by the manufacturer.

It is permitted to replace the ignition magneto with Briggs & Stratton part number 555681, which limits the rpm to 12,000.

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. Any over-boring of the cylinder must be completed using only original Briggs and Stratton parts (up to 0.30")

Carburettor jets are free and the needle position 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.

KC1.5.3 Exhaust and Inlet: The airbox supplied with the World Formula engine must be unmodified and used with its original supplied filter in place.

Any silencer type including 2 stroke, TKM and RLV that conform to the noise regulations published by the MSA or conform to any local club regulations. Effective exhaust and induction muffling is mandatory on all karts so that the sound level regulations contained in MSA Blue Book 16.15.4 to 16.15.5 and 16.16.6 to 16.16.10 are respected.

It is permissible to weld tags to the exhaust primarily for the purpose of supporting a heat shield.

KC1.5.4 Transmission. Direct from engine to axle via a single length of 219 chain. Only the clutch supplied with the engine must be used, with its standard, unmodified components. Optional sprockets of 16, 17 and 18 tooth are permitted. Gearing is open up to the limits issued by the club for each individual track. This is to avoid over-revving. Drivers must make their sprocket sizes available for easy inspection on race days.

KC1.6 Tyres.

SLICKS: Duro Highline Front 10 x 4.5 x 5, Rear 11 x 7.1 x 5

WETS: Vega W2 Front 10 x 4.2 x 5, Rear 11 x 6.0 x 5

Tyres must be fitted to run in the correct direction of rotation, as indicated by the arrow on the tyres.

KC1.7 Weight. Minimum race weight of 165 kg including driver at all times.