

## Statement regarding Cadet front fairings

The MSA is aware of the discussions about whether the use of the Zip Kart and NJR cadet front fairings should continue to be permitted.

The MSA has carried out investigations into claims that the Zip Kart front fairing causes a hazard. This has included the use of video evidence and consultation with experienced accident investigators. The MSA can confirm that it can find no evidence that this design of front fairing has contributed any additional hazard in any known accidents.

Clearly, unless there is evidence that a component as supplied by a manufacturer is causing a danger, the MSA has no reason to request that the manufacturer changes that component.

The MSA published an amendment to the Kart Race Yearbook earlier this year relating to front fairings in the Cadet class (*as shown below*). This will be included within the general Cadet regulations in the 2010 Kart Race Yearbook:

### A.1.3.6.1: Front Fairing

Must comply with the first three bullet points of K-158 and the following:

- Have a width of 850mm  $\pm$  150mm.
- Have a front overhang of 500mm maximum.
- Comprise on its front face a centrally located vertical surface minimum 250mm x 70mm, or be an approved design.

The front fairing used on the Zip Storm and NJR Cadet kart had been issued with a registration form with the full agreement of both the MSA Kart Technical Group and MSA Kart Sporting Committee back in March 2007, despite the measurement of the front vertical surface not being fully compliant with the prescribed 250mm x 70mm vertical surface.

This regulation was introduced to try to mirror CIK principles. However it was recognised that, as there is no CIK homologation or regulations covering Cadet sized bodywork, the MSA would need to consider components already in production and successfully used by other ASNs. The Italian ASN already had a homologation issued for these fairings and the manufacturers confirmed that only these stated fairings were designed for use on their karts. The MSA registration was only issued on the understanding that if any additional hazard was to be proven then the registration would be removed with immediate effect. This condition still remains in place.

The above exception is only applicable for the Cadet class within direct-drive classes and this is due to the fact that there is no bodywork that has been crash-tested and homologated for smaller dimensioned karts such as the Cadet karts.

The MSA was very concerned with this situation and instigated a project with the CIK and FIA Institute to develop a worldwide crash-tested homologation standard for smaller bodywork, known as "Minikart" bodywork. This new homologation standard will now be delivered as a CIK homologation from 1<sup>st</sup> January 2010 for the first time, and will be mandatory for newly homologated Cadet chassis from 1<sup>st</sup> January 2011.

It was very important that the MSA gained CIK recognition for this new homologation standard so that the European market would manufacture bodywork to a worldwide standard. With some final testing on prototypes due to be carried out, the MSA hope to publicise news of the new standard by the end of December 2009.

It has been suggested that a front fairing could become potentially hazardous in an accident when it is damaged, and in addition that it could be deliberately used by a driver to destabilise the kart in front. Of course, any design of front fairing will be altered when damaged and scrutineers have been requested to look out for damaged front fairings for several months now, as part of the MSA's on-going monitoring of the issue.

In summary, the MSA continues to monitor and assess all available information and data on this issue. The MSA will continue to work with the CIK, but does not consider a need to reconsider at this time the registration given in 2007.