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The Motor Sports Association (MSA) is delighted to confirm that it has selected the IAME Parilla Gazelle 60cc UK air-cooled engine to power the MSA British Cadet Kart Championship for a minimum of five years from 1 January 2013.

The decision follows a long and exhaustive competitive tender process that was launched in May 2011 and contested by several leading manufacturers. The process consisted of detailed technical and sporting presentations by the tenderers, followed by extensive on-track testing at Sherington and Whilton Mill, as well as dynamometer evaluation.

The findings of these tests were considered in depth by a specially formed Cadet Engine Selection Panel – comprising independent industry experts and the relevant MSA Executives – which made its recommendation to MSA Chief Executive Colin Hilton.

IAME's appointment brings to an end the era of the Comer W60 – and its predecessor the S60 – as the MSA British Cadet Kart Championship engine, having served the class so successfully since it was established by the late karting legend Martin Hines. However, in recognition of the large number of Comer engines in circulation, the MSA intends to sanction a National Comer Cadet Championship until the end of 2015, while the W60 will also remain eligible at club level.

MSA Chief Executive, Colin Hilton, said: "The MSA's objectives in this process were to deduce the best engine package for the British Cadet class to ensure its on-going health and success. It was a very difficult decision to leave the Comer engine that has served the sport so well for the past 20 years and we will always be indebted to Martin Hines and Zip Kart for creating the class in the first instance, but the panel felt that it was time to begin a new era of cadet karting.

"The IAME engine is an exciting step forward and we were impressed by both their technical and sporting proposals. We are also excited that the excellent manufacturing tolerances in the IAME engine will allow unsealed engines that will encourage competitors to look after their own units rather than having to use designated engine tuners. Not only does this potentially reduce costs but it also promotes the engineering element that many competitors enjoy. We look forward to working closely with IAME in the coming months to ensure that the introduction of the new engine is as seamless as possible."

IAME Technical Director, Andrea Bossaglia, added: "IAME are delighted that the MSA have chosen our Parilla Gazelle 60cc UK to be the next generation Cadet engine for the UK. We are really looking forward to taking the MSA British Championship and club Cadet racing into a new era that builds on their current success, and we have several initiatives to support the class and the transition. We would like to thank the MSA for undertaking what was a very rigorous selection process."

**IAME Parilla Gazelle 60cc UK air-cooled engine Q&A**

*When will the new units be available to buy?*

Competitors and teams will be able to purchase the new engine from 1 October 2012.

*What will the new engine cost?*

For 2012/2013 the engine and carburettor package cost is fixed at £846 plus VAT.

*How long does the contract run for?*

The new contract is for an initial five-year period, with the MSA having the option of granting a two-year extension.

*Will the units be sealed?*

No, although the MSA is considering pooled engines for championships.

*Who will supply the engines?*

The engines will be supplied by IAME via their appointed UK dealers.

*What will happen to the existing Comer W60 engines?*

The MSA intends to sanction a National Comer Cadet Championship until the end of 2015 to ensure that the Comer engines are not made obsolete by the new IAME unit, and the Comer W60 will also remain eligible for club karting. However, from 1 January 2013 all existing Cadet engines, including Honda WTPs and Comers, will have their performance restricted to a level that does not exceed the new IAME engine.

*Which championship will run the IAME engine?*

The IAME engine has been selected for the MSA British Cadet Kart Championship, but club championships can also choose to use this engine.

*Who will promote the MSA British Cadet Kart Championship when it switches to the IAME engine?*

The MSA will launch a tender process for a new contract to promote the MSA British Cadet Kart Championship, running from 1 January 2013 to coincide with the introduction of the new engine.

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