



2017 NATIONAL KARTING REGULATIONS AND SPECIFICATIONS

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CONTENTS SECTION	ARTICLE		PAGE
A	1	Administration	2
	2	Classification of Competitions	2
	3	Organising Permits	2
	4	Circuits	2
	5	Circuit Plan	4
	6	Obligatory circuit installations	4
	7	The following equipment is mandatory	5
	8	MSA permit issue	5
	9	Officials	5
	10	Rights & Duties of Organiser	6
	11	Penalties	7
	12	Scrutiny	8
	13	Supplementary Regulations	8
	14	Awards	8
B	15	Competitors – requirements and conduct	8-11
C	16	Vehicles – general	11
D	17	Practicing	12
E	18	Racing – general regulations	12-19
F	19	Points Scoring	20
G	20	National Championship – general format	20-21
H	21	Protests	21
I	22	Appeals	21
J	23	Karting specifications – general	21-27
K		Individual class specifications	
	24	Cadet Class – Spec Sheets	27
	25	Reserved	
	26	Mini Rok – Spec Sheet TBA	27
	27	Maxterino – Spec Sheet TBA	27
	28	Reserved	
	29	125 GP & Superkarts	27
	30	Reserved	
	31	Rotax Classes	28
	32	Reserved	
	33	Homologation	29-33
	34	Homologation	
	35	Accredited Importers	33

SECTION A

ART

1. ADMINISTRATION

- a) Karting is administered under the provisions of the General Competition Rules of Motorsport SA (GCR's), these Standing Supplementary Regulations (SSR's), other regulations and instructions which may from time to time be issued by Motorsport SA (hereinafter referred to as MSA) and the Supplementary Regulations published for each particular kart competition.
- b) Where there is a contradiction between the GCR's and these SSR's the latter shall take precedence. The SSR's applicable to circuit racing do not apply to karting, except in cases where kart racing is held in conjunction with car and/or motorcycle racing. In terms of GCR 84 (i), individual event supplementary regulations (SR's) may not conflict with these SSR's.
- c) These Standing Supplementary Regulations may generally only be amended for safety reasons or as a result of force majeure.

2. CLASSIFICATION OF COMPETITIONS

Refer to GCR's 39 - 43, 50 and 56 - 61.

3. ORGANISING PERMITS

An application for a permit for a kart competition must be made in accordance with GCR 78.

4. CIRCUITS

- a) Two types of circuit will be approved, i.e. permanent and temporary. A permanent circuit is one the main features of which can only be changed by physical reconstruction. A temporary circuit is one defined by markings that can be readily moved.
- b) Plans for new circuit projects or modifications to existing circuits must be sent to the MSA Karting Commission for its approval prior to any works being undertaken. Failure to do so may result in the circuit/modifications not being approved by MSA.
- c) All new permanent circuits intending to stage national or international events were required to be built to conform fully to the CIK circuit regulations for at least a "C" grade circuit (in the case of national events), or the appropriate grade of CIK licence applicable for intended international events.
- d) A 1:500, or larger scale, dimensioned plan of every circuit shall be submitted to MSA. In the case of temporary circuits, a plan must accompany each application for a permit. In the case of permanent circuits, a dimensioned plan, drawn roughly to a scale of 1:500, or larger must be filed with MSA on application and, after inspection and approval of the circuit, a circuit licence will be issued at an annual fee. At least 8 weeks' advance notice must be given when applying for a permanent circuit licence.
- e) Measurement of circuit length shall be made along the right hand edge. Circuits used for karting events, whether permanent or temporary, must have a minimum length of 700 meters. For circuits built prior to 31.12.1984, a minimum length of 600 meters is permitted.

For permanent circuits built after 01.01.1985, the following are the minimum requirements:

i)	Length Minimum length Maximum length Non-gearbox classes Gearbox classes	700 meters 1500 meters No restrictions
ii)	Width Non-gearbox – minimum 125cc gearbox classes – minimum 250cc gearbox classes – minimum	6 meters 6 meters 8 meters
iii)	Maximum length of straights Non-gearbox classes Gearbox classes	170 meters No restriction
iv)	Surface – Asphalt or concrete around the whole length of	the circuit

- f) **Circuit edges**
Both edges of a permanent circuit shall be clearly marked by a continuous painted yellow line at least 100mm wide, but not exceeding 150mm wide, and shall be laid in such a manner as not to constitute a hazard to competitors. There must be no drop between the edge of the circuit and the verge adjoining the circuit.
- g) **Kerbs**
Kerbs; at the point that they meet the track surface, should have a vertical rise of not more than 40mm above the circuit surface and shall have a slope to their outer edge not exceeding 5%.
- h) **Run-off areas**
All run-off areas shall be level and free of large stones, erosion gullies and other obstacles. All hazards to a kart leaving the circuit such as poles, ditches, etc. shall be cushioned or protected. Any object used as a marker shall be of such a size and weight that it will not constitute a hazard.
- i) **Spectator areas**
Spectator areas shall be separated from the circuit by efficient restrictive fencing, the minimum height of which shall be 1 meter. Such fencing shall be a minimum distance of 6 meters from the circuit edge on any straight and 8 meters on any corner. There must be a safety barrier (min. a tyre wall) on the circuit side of the fence, if the fence is less than 10 meters from the edge of the track.
- j) **Safety barriers**
Safety barriers will consist of tyres bound together in the prescribed manner (details of which are available from MSA on request). The tyres shall generally be stacked four high with one row overlapping the other by 50%. One row of the safety barrier shall be the minimum approved protection, unless otherwise stated. The face of the safety barrier shall not be less than 3 meters from the circuit edge, except in exceptional cases where MSA's circuit inspectors have approved to the contrary. Track owners are encouraged to face the tyre barriers with conveyor belting, suitably attached to the tyres with bolts. At points where karts may be expected to exceed 65 km/h the safety barrier shall consist of two rows, the rows being separated by a distance of 3 meters, unless the face of the tyre wall is protected with conveyor belting.
- k) **Enclosures: - Pits paddocks, constructions, clubhouses etc.**
No unprotected enclosure / construction shall be less than 20 meters from the circuit unless there is the approved type of tyre wall safety barrier between the enclosure and the circuit. Any enclosure / construction protected by a safety barrier shall not be less than 6 meters from the edge of the circuit and not less than 3 meters from the safety barrier, unless MSA's circuit inspectors have approved otherwise in exceptional cases.
- l) **Pits**
The pits shall be fenced and protected as are other enclosures, and shall have a firm surface. The entry to the pits from the circuit shall be immediately preceded by a chicane or bend to reduce the speed of a kart substantially. The width of the lane after the chicane shall be less than the width of two karts. There shall be an entrance to the circuit from the pits, controlled by officials.
- m) **Pre-race paddock**
There shall be an area in which karts can be assembled prior to a race. The pre-race paddock must be able to accommodate at least 34 karts. A line is to be painted across the pit road at a reasonable distance after the exit from the pre-race paddock but before entry onto circuit, to indicate the end of the pit lane.
- n) **Weighing area**
A covered, controlled area must be provided adjacent to the pit entrance for the weighing of karts. The entry lane leading to the weighing area, and the weighing area itself, must be controlled and access must be restricted to officials and relevant competitors only.
- o) **Parc Ferme**
The Parc Ferme shall be immediately adjacent to the weighing area, or connected to it in a manner capable of being controlled. Access to this area must be restricted to officials only.

- p) **Access**
Access to all enclosures, and to the circuit, shall only be by means of controlled entrances.
- q) **25-metreline**
A yellow line of 100mm to 150mm width must be painted across the width of the circuit 25 meters before the start line.
- r) **90-metreline**
A RED line of 100mm to 150mm wide must be painted across the width of the circuit not less than 90 meters before the start line.
- s) **StartingGrid**
Two pairs of continuous white lines, marking lanes 2m wide with an ideal minimum of 2m separating the two lanes must be painted for a maximum distance of 90m prior to the start line and with due consideration to the limitations of the circuit. (See FIA CIK Karting Circuits Appendix 10 for more details)
- t) The maximum number of starters will be determined as follows, unless otherwise stated on the circuit licence:
- | | | |
|------|---|------|
| i) | Circuits up to 800m in length | |
| | Cadet/Micro Class /Mini Classes and Maxterino | - 30 |
| | All other Classes | - 24 |
| ii) | Circuits from 800m to 999m in length | |
| | Cadet /Micro Classes/Mini Classes and Maxterino | - 34 |
| | All other Classes | - 30 |
| iii) | Circuits over 1000m in length | |
| | All Classes | - 34 |
- u) Circuits are inspected annually & must comply with all safety/facility requirements at least 7 weeks prior to the first scheduled national championship event.

5. **CIRCUITPLAN**

The plan of the circuit to be submitted to MSA when applying for a circuit licence shall be to a scale of not less than 1:500, and shall indicate:

- Start and finish
- All enclosures and entrances
- All safety / protective barriers Race control
- Flag marshal posts
- Position of entry to and exit from the pits Pre-race paddock
- Position of timekeepers and lap scorers Public address system Secretarial control
- A Place for inspection by competitors to view practice times and race results (notice board)
- Assembly grid for 125cc shifter standing starts
- Length of circuit showing maximum and minimum measurements
- Type of surface, Medical facilities, Scrutineering area, Weighing area, Welding area
- Parc Ferme for technical inspections and Noise control area
- Toilet facilities
- Grandstands, Refreshment areas
- Car parks for officials and competitors

6. **OBLIGATORY CIRCUIT INSTALLATIONS**

- a) The timekeeping, lap scoring, public address and secretarial areas must afford protection from the elements and be suitable for the intended purpose.
- b) The pits, pre-race paddock, weighing area, scrutineering bay, Parc Ferme to be of hard standing.
- c) Parking facilities for competitors and officials in close proximity to the circuit.
- d) Toilet facilities for males and females.
- e) Parc Ferme area/s capable of being secured.
- f) Secured welding area, complete with fire extinguishers of a capacity not less than 5kg, suitable for petrol and electrical fires.
- g) Electrical power should be available to competitors in the pit area.

7. THE FOLLOWING EQUIPMENT IS MANDATORY:

a) Signaling equipment as follows:

For the Clerk of the Course:

- i) Red flag, white flag, black flag with orange circle, black flag. Flag divided diagonally into black and white halves and a blue flag with red diagonal cross.
- ii) A set of white, non-reflective numbers not less than 300mm high by 170mm wide with a 30mm stroke, which can be suitably mounted so as to be visible to competitors on the circuit. As an alternative, the numbers may be written clearly on a blackboard with white chalk.

For each Flag Marshal:

- i) Flags as per Appendix "H" of the MSA Handbook, and where applicable 15 x) of these regulations.

For the Starter:

- i) MSA flag, black and white chequered flag, green flag with yellow chevron (to signify a false start) blue flag, and blue flag with red diagonal crosses (to signify to a competitor that he or she has been/is about to be lapped) – refer Art. 15 x)
- ii) A lap display board for showing the competitors the number of laps remaining in the race.

For the Chief Paddock Marshal:

- iii) A shrill whistle or hooter.

b) If their use has been approved by MSA, lights may be substituted for the starting flag [See Art. 18(xiv)]

c) One blackboard and chalk or suitable means of writing and displaying notices (in the keeping of the Clerk of the Course).

d) A minimum of eight fire extinguishers with a combined capacity of at least 60kg, four of which must be in the paddock in an immediately visible position, the remaining four being strategically placed around the circuit. **All extinguishers must bear satisfactory evidence that they are in working order and/or that they have been serviced within the previous 12 months.** This clause shall apply to permanent kart circuits only. For street races and long-circuit races, the firefighting equipment is to be increased proportionately.

e) Circuit cleaning equipment consisting of:

- i) Shovels
- ii) Brooms
- iii) Suitable cleaning agent for removing oil (cement may be used provided it is brushed off the circuit after use).

f) First aid equipment: Refer Appendix L in the MSA Handbook.

g) A public address system available to the Clerk of the Course and/or the Chief Paddock Marshal for communication with competitors (a hand-held megaphone is acceptable as a minimum).

h) A starter's sheet, under the control of the Secretary of the Meeting.

i) An official notice board prominently sited.

j) A scale, suitable for the weighing of karts and with a current certificate of accuracy, as well as certified control weights totaling 100kg, which will serve to adjust the scale. For national championship events the certificates of accuracy must be dated within 7 days prior to the commencement of the event.

8. MSA PERMIT ISSUE

It is a requirement that any competition for karts as described in these regulations shall be held under a permit issued by MSA.

9. OFFICIALS

Refer to Part VII of the GCR's:

A Clerk of the Course applying for an upgrade to an 'A' grade licence must be approved by the MSA Karting Commission.

i) **CHIEF COURSE MARSHAL:**

In conjunction with GCR 170 and 171 shall be responsible for:

- a) Ensuring with the aid of not less than four assistants, or the minimum as required according to MSA circuit safety inspection, that the track surface and marking and protective works are maintained in good order throughout the meeting.
- b) Ensuring that the firefighting equipment is readily available and correctly sited and that his assistants and the paddock marshals are familiar with its operation.
- c) Ensuring that the track-cleaning units are sited at suitable points.
- d) Supervising the removal from the track of any kart that may have stopped on the track. Karts may not be placed on the top of the tyre barriers.
- e) Supervising that all entrances to the track proper are manned and that no unauthorized person comes within this area. Normally more than four assistants will be required and, if enclosures are not surrounded by fencing, there must be Course Marshals stationed at strategic points between all enclosures and the track proper.

ii) **CHIEF PADDOCK MARSHAL**

- a) To maintain orderly conduct in the paddock and/or pit area.
- b) To notify competitors to assemble on the dummy grid prior to each heat or race.
- c) To ensure that no competing vehicle goes onto the circuit unless it has been approved by the Scrutineer(s).
- d) To exclude any unauthorized person from the paddock and/or pit area.

iii) **TEAM MANAGERS (for international events)**

Team managers may be nominated by MSA Karting Commission and will be solely responsible for the conduct of all members of the team, both on and off the circuit. This includes all assistants to the team drivers. All instructions given by the team manager to team members and assistants shall be firm and binding and his decision on a matter of policy, action or behaviour, shall be final. On completion of any international competition whether taking place in South Africa or in any other country, the team manager shall submit, in writing a full report on the performance and conduct of each team driver to the MSA Karting Commission and to the Managing Director, of MSA. This report shall be submitted within 21 days of the last day of the competition.

10. RIGHTS AND DUTIES OF ORGANISERS

Refer to Part VI of the GCR's. In addition, the following rules will apply:

- i) Amalgamation of classes may take place in Club, Regional and National Championship events if there are less than 10 entries, subject to the proviso that:-
 - a) Classes being combined MUST grid according to qualifying and race time and NOT according to class, notwithstanding they will still score by class.
 - b) 125 Grand Prix or similar karts may never be amalgamated with any other class.
 - c) That Cadet class may never be combined with other classes.
 - d) The Micro, Maxterino & Mini classes may be combined, notwithstanding the cubic capacity of 60cc and 125cc provided it is safe to do so.
 - e) Classes may only be combined with another class having similar age driver and similar performance. The status of the event is to be considered before combining classes in any way that might prejudice one another

Note; the amalgamation does not upgrade a competitor to a higher class and does not serve to help meet the minimum number of starters for any class for the purpose of eligibility for championship points. Padding a class under the guise of amalgamation is not permitted.

PADDING: - A class will be deemed to have been padded, and thus not qualify for championship status if less than the required numbers of competitors do not compete in ALL races during an event. i.e each race must qualify. DNS and a finish of less than 67% of the race distance will be deemed to be none qualifying. Genuine technical failures during a race accepted, provided these are confirmed in writing by the technical officials. The onus rests with the competitor to ensure such written confirmation is provided to the clerk of the course.

- ii) The organizers shall arrange that, in the event of drivers' start positions being determined by qualifying, such shall be carried out in accordance with Art. 20 e) for national championship events and Art.18 (xi) for all other race meetings.

- iii) With regard to the changing of drivers/equipment, the organisers may:

- a) Permit a change of driver(s) or make of kart or make of engine where permitted by regulations, from that nominated in the program, provided only a change of driver(s) or kart/engine is involved, and not both, and provided the request is made more than 30 minutes before qualifying practice or the first race in the event of there being no qualifying practice, and provided any such permission does not prevent the participation of a reserve entry. A kart shall not be driven by more than one nominated driver during an event or series of heats or races forming one competition except in an Enduro where more than one driver is permitted as per supplementary regulations.
- b) Permit a change of chassis from the one originally submitted at pre-race scrutiny provided the request is made more than 30 minutes before qualifying practice or the first race in the event of there being no qualifying practice. In the event of a competitor's chassis being damaged beyond immediate repair as the result of an incident during practice, qualifying practice or any race, permit a change of chassis of any make for the following qualifying practice and/or races, provided the Clerk of the Course, in conjunction with the scrutineers, is satisfied as to the non-reparability of the chassis and the circumstances in which it was damaged. NOTE: Competitors in all classes shall be limited to the use of no more than two engines during any event. These engines are to be nominated and identified at scrutineering. The same two (2) engines may not be nominated or used by different competitors. ie the inter-use of engines between competitors is not permitted.

- iv) The organisers may specify fuel and/or provide fuel/oil and impose control measures as provided for in these regulations.
- v) The organisers shall display the remaining number of laps to the drivers during the race at Regional and National events.
- vi) No regional or national championship event may be held before the middle of February of any year.

- vii) Where a class already has National Status, a regional committee MAY grant it regional status without the need for Club status first.
- viii) Where footage is used by officials in the adjudication of any incident, a copy of the footage concerned must be kept for future use.

11. PENALTIES

- i) Any breach of these regulations, or the supplementary regulations for any competition, whether or not any penalty is specified therein, may be subject to the penalties laid down in the general competition rules of MSA and the imposition of such conditions as MSA may deem appropriate.
- ii) Any contravention of the karting technical regulations and specifications will generally result in automatic exclusion from the relevant race (where appropriate) or the entire event. The only exception will be in instances where no advantage has been gained, in accordance with the provisions of GCR 176. Refer also to the provisions of Article 22 of the MSA Karting Regulations. Notwithstanding there having been no advantage gained, a competitor found using any component which is not compliant with the relevant engine or chassis, example exhaust, air box, and radiator and or carburattor specifications will be liable for automatic exclusion.
- iii) For events below national championship status, a standard 5-place penalty may apply in respect of any on-track incident for which a competitor is found guilty. The Clerk of the Course shall, however, be entitled to impose a heavier penalty should this be deemed warranted. For national championship events, the Clerk of the Course shall be entitled to impose penalties for unacceptable driving conduct at his discretion according to the scale of penalties laid down in GCR 177.
- iv) With reference to Appendix H of the MSA General Competition Rules, a driver who receives a black flag shall be regarded as a non-finisher and shall score a zero (0) for the race concerned and which zero (0) may not be counted as a drop in a championship series.
- v) Competitors and/ or karts found to be underweight will receive points as a non-finisher, provided that the amount underweight is less than 2 kilograms. Where a competitor is underweight by 2 kilograms or more, exclusion will apply after the appropriate hearing by the Clerk of the Course.
- vi) In the event of loss of the front fairing (nose cone) during a race, the competitor must pit within (2) laps to replace the fairing. Failure to do so will result in the exclusion of the competitor from the race concerned. If the front fairing is lost on the last lap the competitor may retrieve the fairing for weighing purposes.
- vii) Crowding other competitors out of their line and abnormal change(s) of direction on the entry to a corner, in a corner, or the exit of a corner, is strictly prohibited, and if found guilty may result in the offenders being excluded from the race and or being placed behind the competitor whom he or she has disadvantaged.
- viii) Wild or disorderly driving shall be subject to exclusion from the race or entire event/meeting, and/or a penalty and/or a fine.
- ix) Under no circumstances may a kart be driven or pushed in any direction, except in the direction of the course, either during unofficial or official practice sessions or during a race meeting. Failure to observe this rule shall mean exclusion from the entire race meeting.
- x) From the commencement of the official qualifying practice only authorized officials are allowed on the track. The penalty for receiving outside assistance, whether the assistance is solicited or not, is automatic exclusion from that particular race or qualifying. Except in the Cadet class where provision is made for on track assistance.
- xi) Competitor found using any tyre, which has not been identified for a particular event will be excluded from the affected race or qualifying. Exchanging of tyres between competitors is forbidden and the penalty will be exclusion.
- xii) Failure to report at a specified time shall be a breach of the regulations and may be subject to a penalty and/or a fine.
- xiii) Any proceeding, derogatory action, or interference with or against a race official by entrants, drivers, or their assistants shall be considered a breach of GCR 172 (iv) and shall make the entrant liable to a penalty and/or a fine. (Refer to GCR 121 for the definition of responsibility).
- xiv) Abuse of officials – refer GCR 172 (x).
- xv) Penalties as per the MSA Karting Regulations must be applied to the finishing order of a race, qualifying session or qualifying race in which the offence occurred. A competitor guilty of a technical infringement, (found to be using illegal equipment or underweight – refer Art 11v), will be excluded for the race competed in or races so affected. He or she will score a zero (0) which may not be dropped from a championship series. This competitor so excluded, will start the next race of the event from the back of the grid, unless a protest is received. That being the case, the competitor may start in the grid position based on the lap time posted, however should the competitor loose his/her protest and or subsequent appeal, he/she will be excluded from both races. Should the competitor, having taken up his/her rights of protest/appeal, nevertheless choose to start from the back of the grid, the result of that race will be valid and will not be affected, irrespective of the outcome of the protest. Generally other penalties may not affect the start/grid position of any other race with the exception of where the penalty was incurred during a qualifying session or a qualifying race, where the penalty will affect the starting position for the first 1st race of the event.
- xvi) **Nose Cone:** - Notwithstanding the provisions of GCR 175 no hearing will be required, nor is there a need for the entrant/guardian to be present, unless the competitor specifically requests his/her attendance and in which case the

kart must be kept in Parc Ferme until it has been inspected by the entrant/guardian.

The black flag with the orange disc will NOT be shown to a driver if his nose cone is no longer in the correct position. If an official reports that the nose cone on one or more karts is/was no longer in the correct position when the kart enters the exit lane to the scale/weighing area, in all situations a time penalty of 10 seconds will be imposed automatically on the driver (s) concerned. This penalty cannot be protested. Should a driver be found to have replaced/realigned the nose cone which was not correctly positioned when entering the exit lane or after the chequered was waved, this will lead to exclusion from the race concerned. The tuning area is closed to drivers from the last lap board.

xvii) The Revving or starting of an engine under cover is prohibited at all times. A 20 second penalty will be imposed.

12. SCRUTINY

After an event, the Clerk of the Course may instruct that karts shall be placed in possession of the promoters/organisers for examination by the Scrutineers to determine if they comply with the regulations. Any kart failing to comply shall be dealt with in terms of the GCR's and Art 11 of these regulations. Refusal to submit a kart for scrutiny as directed shall result in automatic exclusion from the entire event and further disciplinary action. Any part found not to comply with the regulations, and which is incapable of being brought back into specification in a permitted manner, will be confiscated by the organisers to prevent its continued use.

13. SUPPLEMENTARY REGULATIONS

The promoters shall issue supplementary regulations in accordance with GCR 87 of the General Competition Rules of MSA.

14. AWARDS

Refer GCR281.

SECTION B

15. COMPETITORS – REQUIREMENTS AND CONDUCT

The following regulations are supplementary to the General Competition Rules of MSA.

i) LICENCES

- a) Club licences (only valid for classes/events having club status) or Regional licences will be issued to all new applicants by MSA and will only be exchanged for a full national licence after the holder has competed in three events under observation and has satisfied the Clerk of the Course after the third event by way of a short examination that he/she is conversant with the basic kart racing regulations. Passing the examination will qualify the holder for a national licence on application to MSA. All holders of regional licences who have not yet passed the examination referred to above shall wear a prominent cross on the back of their helmets in a colour contrasting with that of the helmet to warn other competitors of their novice status.
- b) All competitors under 18 years of age must have their kart licence application forms countersigned by a parent, or legal guardian, who must also approve and countersign their competition entry form.
- c) Junior competitors are required to submit satisfactory proof of their ages, together with their licence applications. Note: A karting competition licence is only valid for events that are confined to kart racing.
- d) In order to be issued with a licence, competitors must be able to provide proof of current membership of an MSA-affiliated karting club.

ii) TYPES OF LICENCES

- a) **Club licence**
A Club licence is only valid for events of club status.
- b) **Regional licence**
Valid for all events other than those classified as a National Championship event or international event.
- c) **National licence**
A National licence is issued to drivers who have been elevated from a regional licence status. This is required for national championship and national challenge events.
- d) **International licence**
Issued at the discretion of MSA to competitors deemed suitably qualified and experienced.

iii) AGE LIMITS

Please note: - THERE ARE SEVERAL AGE CHANGES EFFECTIVE 01 JANUARY 2017.

- a) **Cadet(Club/Regional (NR) only):**
Open to all drivers from the year of their 5th birthday, to 31 December of the year in which their 8th birthday occurs. **NOTE: From 2018 the age for cadet will be from the year of their 6th birthday.**
- b) **Micro Max (Club experimental only for review 31/12/2017):**
Open to all drivers from the year of their 7th birthday to the 31st of December of the year in which their 10th birthday occurs. Minimum weight of the driver may not be less than 21kgs in shorts & tee shirt.
- c) **Micro ROK (Club experimental only for review 31/12/2017):**

Open to all drivers from the year of their 7th birthday to the 31st of December of the year in which their 10th birthday occurs. Minimum weight of the driver may not be less than 21kgs in shorts & tee shirt.

- d) **Maxterino:**
Open to all drivers from the year of their 8th birthday, to 31 December of the year in which their 11th birthday occurs
- e) **Mini Rok:**
Open to all drivers from the year of their 8th birthday, to 31 December of the year in which their 13th birthday occurs
- f) **Mini Max:**
Open to all drivers from the year of their 10th birthday, to 31 December of the year in which their 13th birthday occurs.
- g) **JuniorROK: (Club Status Only)**
Open to all drivers from the year of their 12th birthday, to 31 December of the year in which their 15th birthday occurs. There is no upper age restriction for female competitors; however qualification for the ROK World Finals is restricted to the published age for this class.
- h) **Junior Max:**
Open to all drivers from the year of their 12th birthday, to 31 December of the year in which their 15th birthday occurs. There is no upper age restriction for female competitors; however qualification for the RMGF is restricted to the published age for this class.
- i) **Senior Rokclass: (Club Status Only)**
Open to all drivers from the year of their 14th birthday.
- j) **Rotax Max Challenge (RMC)**
Open to all drivers from the year of their 14th birthday
- k) **MaxDD2:**
Open to all drivers from the year of their 15th birthday.
- l) **MaxDD2 Masters:**
Open to all drivers of 32 years old, and older.
Generally open to all drivers from the year of their 30th birthday and veterans in the year of their 50th birthday. However, the relevant regions may apply to decrease the minimum age and/or institute different age based sub-classes.
SuperKart Shifter Class (Club only) as a sub-class is open to all drivers from the year of their 18th birthday. Competitors under the age of 18 may participate from the year of their 16th birthday, subject to them having had a minimum of two (2) years racing experience, to the 31st of December of the year in which their 30th birthday occurs.

o) RESERVED

iv) SAFETY CLOTHING

Drivers shall wear, both during official and unofficial practice and during all racing, a properly positioned and secured crash helmet, see d) below, with splinter proof goggles or visor in position. In addition, gloves that cover the hands completely, and a protective one piece race suit must be worn. Boots and socks must be worn adequate to cover and protect the ankles. For Cadet, Micro, Maxterino and Mini Classes, suitable neck braces and chest guards are recommended.

- a) Suits should be of the approved type for kart racing, except for races run on circuits that also host car racing, where one or two piece suits must be real leather and no substitute will be permitted.
- b) All suits must be of substantial thickness and suitable for the purpose and in particular must be of adequate thickness and strength in the areas covering the elbows, shoulders and knees. It is recommended that additional reinforcing be placed in these areas. No broken or torn suits will be permitted.
- c) Suits bearing a CIK (or FMK) or MSA approved label are automatically acceptable unless damaged, but any other non-approved type of suit must comply with (b) above.
- d) Helmets: - A driver must wear a helmet with an efficient and unbreakable protection for the eyes. Drivers under the age of 15 must use CMR helmets. This is effective from the day of your birthday and not the year you turn 15.
Drivers over the age of 15 must use either CMR or SNELL specification helmets. Club status drivers may use none specified helmets at Club events provided an indemnity has been signed with the driver taking full responsibility for any consequences which may arise. The use of any such helmet must satisfy the scrutineer that it is no way damaged, chipped and is of a reasonable material. Plastic and plastic composite materials are NOT permitted.

This is NOT applicable to drivers under the age of 15 who must use regulation CIK-CMR helmets. Note: Competitors should be aware that some helmets should not be painted or carry adhesive material. The onus

is on the competitor to satisfy himself/herself in this regard. It is recommended that competitors confirm with their supplier at the time of purchase if their product can be painted or adhesive materials applied. Drivers must at all times secure all loose straps or flaps around the helmet base and neck area, including neck brace and overall straps. If doubt exists with officials as to whether a helmet strap is fastened correctly then the competitor will receive a black & orange flag. Once the competitor has secured the helmet and /or loose straps then he/she will be allowed to return to the circuit.

v) **DRIVERS BRIEFING**

If it is stated in the supplementary regulations that a drivers' briefing is to be held prior to the commencement of racing, it is compulsory for all competitors to attend. Failure to attend drivers briefing and not excusing themselves may result in a fine of R500.00. Organisers may be fined R500.00 for not holding a roll call or requiring competitors to sign a register signifying their attendance at drivers briefing.

vi) **SAFETY PROCEDURES
ENTERING PITS**

- a) It is compulsory for all drivers to stop and cut their engines at the entrance to the paddock areas. Failure to observe this rule may result in a fine of R500.00.
- b) During both practice (unofficial and official) and racing, drivers intending to leave the track to enter the paddocks or pits **MUST INDICATE THEIR INTENTION BY RAISING ONE ARM. THEY MUST LEAVE THE TRACK ON THE SIDE THAT WILL GIVE THEM AN UNINTERRUPTED RUN INTO THE PIT OR PADDOCK ENTRANCE WITHOUT CROSSING THE PATH OF A FOLLOWING KART.**
- c) The starting and revving of engines under a covered area at **ANY** time is strictly prohibited and will incur a 20 second penalty.

vii) **CONDUCT**

- a) All persons shall conduct themselves in an orderly manner. Any disorderly conduct or any failure to obey official instructions or any breach of these regulations by entrants, drivers, or their assistants, shall make the entrant concerned liable to a penalty and/or fine.
- b) If the offence occurs during a race, the kart and driver concerned may be excluded from the race, or entire event and/or a penalty and/or a fine may be imposed. Failure to report at a specified time shall be a breach of the regulations and may be subject to a penalty and/or a fine.
- c) Wild or disorderly driving shall be subject to exclusion – refer Art. 11)
- d) Any proceeding, derogatory action, or interference with or against a race official by entrants, drivers, or their assistants shall be considered a breach of GCR 172 (iv) and shall make the entrant liable to a penalty and/or a fine. (Refer to GCR 121 for the definition of responsibility).
- e) Abuse of officials – refer GCR 172 (x).
- f) See section E Article 18 for more specific references regarding driving conduct.
- g) On safety grounds, it is specifically prohibited to scrub tyres in the pits or pre-race paddock, or on the pre-start grid, by the action of running the engine with the kart stationary and the tyres skimming the ground.

viii) **WITHDRAWAL FROM AN EVENT OR RACE**

Refer GCR110.

ix) **FIRE EXTINGUISHERS**

Each competitor shall be required to present a dry powder fire extinguisher at pre-race scrutiny. The extinguisher must be of at least 1,5kg capacity and be marked in a permanent fashion with the competitor's name and competition number. It must bear evidence of having been serviced within the previous 12 months.

x) **FLAGS**

Flag signals will be per Appendix H and in addition

- a. A green flag with yellow chevron will be used to signal a false start.
- b. A green flag may also be used, if necessary to signal the start of warm up laps, or the start of practice sessions by order of the Clerk of the Course. It is not obligatory that this flag will be displayed after showing the yellow flag to indicate the track is clear of any dangerous situation, provided the supplementary regulations state that the green flag will not be displayed in such situations.
- c. If provided for in the SR's, a blue flag with red diagonal crosses used in conjunction with a signal board displaying a competitor's number, will signify that the competitor must stop as he/she has been lapped or is about to be lapped.

y) **TIMEKEEPING AND TRANSPONDERS**

The AMB timekeeping system is the only approved system for use at MSA regional and national karting

championship events.

- a) It is compulsory for competitors at SA National Championships to have their own personal transponders. Transponders will no longer be supplied by the organisers. Competitors MUST ensure their own transponders are properly charged and fitted by the 3rd practice session of a SA National Championship event. Timekeepers are not responsible for unrecorded times, particularly due to low battery transponders.
- b) Competitors at Club and regional events will be required to have their own transponders by 01/01/2018.

SECTION C

16. VEHICLES - GENERAL

- i) All karts must satisfy the Scrutineers of the meeting as to their suitability for racing, taking into account all details of their design and construction. In addition it must be evident, both from a static examination and from its behaviour on the track, that a kart will present no hazard to the driver or to other competitors or to spectators. Checks may be carried out at any time to ensure that only permitted chassis are being raced.
- ii) **ADDITIONAL REQUIREMENTS FOR KARTS COMPETING OTHER THAN AT KART TRACKS**
MSA may permit karts to compete on a course used for other types of racing and speed events having different rules and regulations. In such a case the MSA Scrutineers of the Meeting shall be satisfied that in addition to complying with MSA kart specifications above, and further requirements hereafter, the design and construction of the karts and their accessories are suitable for the event particularly in respect of strength. When competing in such conditions karts shall be exempted from complying with MSA vehicle regulations for cars, provided the MSA Scrutineer is satisfied with the soundness of the general construction of the karts. In particular, stub axles and steering components shall be of adequate strength and proper design. Karts shall be fitted with adequate brakes on at least both rear wheels. Tyres of an industrial type shall not be used. In addition the handling and steering characteristics of all karts shall be such, in relation to the course, that no particular hazard is created.

iii) RACING NUMBERS

- a) Each kart shall be identified prior to scrutineering by opaque flexible plastic number plates affixed to the kart itself and facing front and to the rear.

Bibs & rear bumpers:

Cadets' 10cm (100mm) minimum

Micro, Mini and Maxterino classes 12cm (120mm) minimum

All other Classes 14cm (140mm) minimum

Note - the backing must be of a uniform single colour as defined in these regulations. The numbers must be standard font "ARIAL" and in an unbroken colour without borders, edging or shadow.

CADETS, MIRCO MAX, and MAXTERINO classes will use black numbers on a yellow background.

ROTAX MINI MAX will use white numbers on a blue background.

ROTAX JUNIOR MAX karts will use white numbers on a green background.

ROTAX MAX CHALLENGE will use white numbers on a black background.

ROTAX DD2 Masters will use black numbers on a white background.

ROTAX DD2 will use white numbers on a red background

The 125GP Veterans class will use white numbers on a red background.

It is permissible that numbers and background may be painted on bodywork having a flat or minimal curved surface providing the numbers can be easily read at an oblique angle 45° from the front by the Timekeepers/Lap Scorers. The numbers and background must comply with the above requirements in respect of dimension and colours. The plates must be fixed in such a manner so as not to bend or otherwise change their attitude in the airflow.

- b) For the purpose of TV coverage, marketing and timekeeping all race numbers must be bold upright (no italics) font similar to ARIAL. Script type numbers are not permitted. Neither neon coloured numbers and or backgrounds are permitted.
- c) Competition numbers must be present and legible on the side pods in the same upright bold fonts as above. The backing on for these side pod numbers can be either the standard yellow or the class colour. No other colours are permitted. For the purpose of TV & marketing, the recommended size for these numbers is 80mm.
- d) MSA reserve the right to nominate special numbers and plates for South African Champions which may be used for the following year only. These shall be Red numeral 1 on a yellow background for all classes.
- e) **NUMBERS**
Racing Numbers 1 – 10 will be reserved for the top ten finishers in the previous year's SA Championship for the particular class. All racing numbers shall be allocated by and be obtained from MSA.

SECTION D

17. PRACTISING

- i) On each day of an event, before racing commences, a definite period or periods shall be allotted for

practicing. For club and regional championship events, the minimum free practice time shall be one 10-minute session, for each class. The amount of practice time permitted should be increased wherever possible according to the classes being run and/or the amount of daylight available. All regulations and requirements applicable to racing except for the starting procedure, shall apply to practice.

- ii) Each driver shall complete at least three laps continuous running in practice at each meeting before taking part in a race.
- iii) Classes shall generally practice separately but classes of similar performance may be grouped together where deemed necessary. The proviso in this regard is that the number of karts shall not exceed the maximum permitted for the track and karts not combined with any other class. Refer also Art. 10 i)
- iv) Cadets must at all times practice separately from all other classes.
- v) 6 Speed gearbox karts must, at all times, practice separately from all non-gearbox karts.
- vi) Drivers shall exit the paddock and/or enter the track in such a fashion so as not to compromise safety.

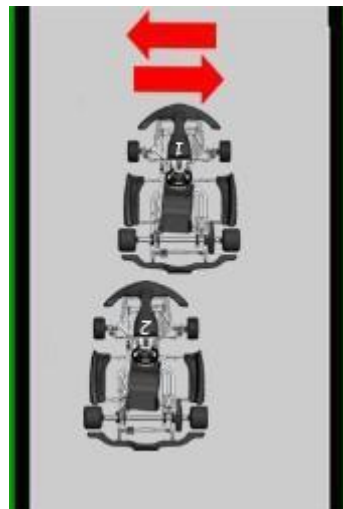
SECTION E

18. RACING – GENERAL REGULATIONS AND FORMAT APPLICABLE TO ALL COMPETITIONS

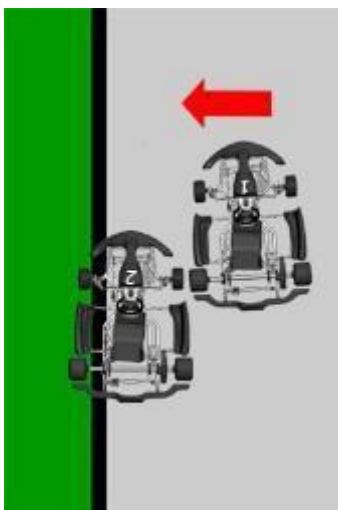
- i) In the interest of safety, before a kart proceeds onto the track for timed laps or races, a check shall be made that it has been passed by the Scrutineers.
- ii) Only the officially nominated driver shall drive a kart on the track during pre-race practice and racing, except with the specific permission of the Clerk of the Course.
- iii) Practicing and racing shall normally take place in a clockwise direction, but approved exceptions may be permitted e.g. Temporary tracks where the layout would be unsuitable to clockwise operation.
- iv) Drivers may pass on either the left or the right side, providing the manoeuvre does not obstruct or endanger other competitors. Crowding other competitors out of their line in a corner and abnormal change(s) of direction are strictly prohibited, and if found guilty will result in the offenders having a penalty imposed in terms of the provisions of ART. 11.



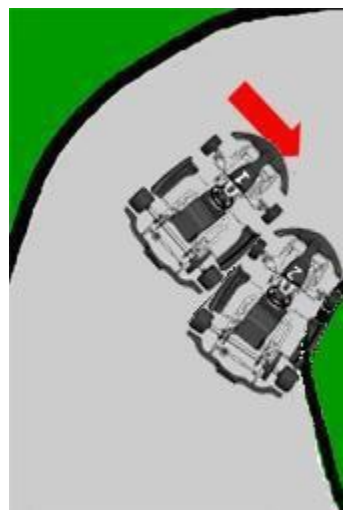
No 2 is Crowding a competitor



No 1 is changing direction out of his line



No 1 is crowding competitor 2



No 1 is crowding competitor 2

- v) Drivers must act on all signals made to them by officials. Failure to do so may result in exclusion or such other penalty as the Clerk of the Course may decide upon.
- vi) Under no circumstances may a kart be driven or pushed in any direction, except in the direction of the course, either during unofficial or official practice sessions or during a race meeting. Failure to observe this rule shall mean exclusion from the entire race meeting.
- vii) Any driver stopping on the track or its verges, whether voluntarily or involuntarily (e.g. as though stalling) shall remain there until it is safe to re-join the race and without causing any obstruction to other competitors.
- viii) If a competitor leaves the track in order to avoid a collision, he should then re-join the race in the position he would have occupied having passed only those karts that had been brought to a standstill in the incident. No competitor shall travel any greater distance off the track than is reasonable to join the track.

No 2 is taking a 'short cut' & MUST re-join as soon as possible, giving back any places or distance gained



- ix) Methods for starting shall be:
 - a) A rolling start for non-gearbox classes, except for Cadet Class, where a standing start is also permitted.
 - b) A standing start, with engines running, for gearbox classes. Organisers may use a rolling start provided this is clearly laid down in the SR's for the event. (A 'Le Mans' type start is prohibited).
- x) For all classes, the karts will be assembled in 2 parallel rows.
- xi) The order in which the karts shall be started will be determined by:
 - a) Ballot,
 - b) Championship points standing, or
 - c) Finishing order of preceding heat or race, or
 - d) Drivers may not slow down or stop during a 10 minute qualifying session in order to wait for another kart or for the purpose of slipstreaming. Drivers must at all times lap at normal race pace, unless subject to proven mechanical failure or an on track incident.

Qualifying, which shall consist of either a 10-minute practice session where each lap is timed for every driver or, alternatively, two timed laps preceded by a warm-up lap for each driver, i.e. 1 warm up & two flying laps. The time of each driver's best lap will count for grid position, the second best lap time being used to separate any possible ties.

 - In respect of qualifying by the three lap system, drivers who stop because of breakdown during the warm-up lap may apply to restart as soon as possible but such a restart must be completed no later than at the end of his/her allocated session failing which they must start at the back of the grid. Drivers who stop because of breakdown or have been baulked or who have spun off in order to avoid a collision during the first timed lap, may restart at the end of his/her allocated session for one flying lap. However, a driver can in any case re-start only once.
 - In respect of the 10 minute timed session, drivers who stop or spin off and cannot restart themselves and who, at that stage have not recorded a three timed laps may apply for extra timed laps. Such a restart must be completed no later than at the end of his/her allocated session failing which they must start at the back of the grid.
 - In the above case (10 minute timed session), approval of the application for additional timed laps will be at the discretion of the Clerk of the Course.

Where qualifying is based on the "10 minute session" method, a re-run granted will only consist of the balance of the competitor's 10-minute allocation, i.e. he will not be allocated a full 10 minutes of additional time.

 - Karts to be used for a re-run must remain in Parc Ferme between runs under the supervision of a scrutineer, i.e. no work may be carried out between runs.

- The method of determining grids must be published in the relevant championship regulations and/or event SR's.
- Each kart will be allocated a starting position on the pre-race grid. The places of non-starters will be left empty, the other competitors retaining their allocated positions.
- Protests regarding start positions must be carried out in accordance with Part IX of the MSA Handbook.
- Pole position will be on the side of the track corresponding to the inside of the first corner after the start.
- However, subject to the approval of the Clerk of the Course a competitor being in pole position may elect a start from the opposite side of the track. This will not affect the grid position of any other competitor except No. 2 on the grid.

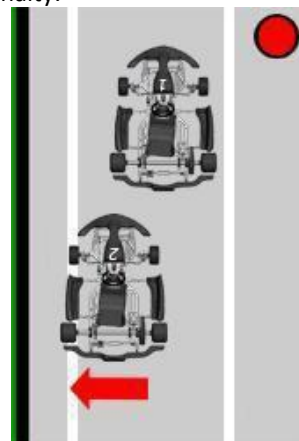
xii) **ROLLING STARTS**

On display of the green flag indicating that karts are under starter's orders, the karts will leave the pre-race paddock and proceed in two parallel rows in grid order directly to the 90 metre steady speed point (see below) or complete a lap or part thereof as instructed by the Clerk of the Course depending upon the nature of the circuit or the size of the field. No further karts will be allowed out of the pre-race paddock onto the circuit once the start signal has been given and the race has begun. A steady speed point must be indicated by a RED line and/or markers on either side of the track at a suitable point (within the ambits of the circuit). But not less than 90 meters before the start line, and when the pole position driver reaches this point, he must set and maintain a reasonable and constant speed slow enough to allow the field to form and bunch up and the driver in No 2 position must at this stage without delay position himself level with the pole driver. The rest of the field must then bunch up in their allocated positions behind the two leading drivers, in two parallel lines. A driver, who is unable to take up his correct grid position prior to the field reaching the 90 meters steady point, must take up position at the rear of the field. The No 2 driver must maintain position level or slightly behind the pole driver as they approach the start line. At any point between the 25 meter line and the start line, when the two leading karts are level, or the pole man is slightly ahead and the majority of the field is in position, well bunched up and in two parallel lines, the starter may give the starting signal. Until the signal to start is given the entire field will remain in grid order one behind the other and it is forbidden to move either to the left or the right or leave more than one kart length behind the kart in front.

Should the Starter or the Clerk of the Course not be satisfied with the disposition of the field as the leading karts approach the start line, it may be indicated that the field must complete another warm up lap, or a false start may be notified to the drivers by means of showing the false start flag (green with yellow chevron). Drivers will then proceed round the circuit and repeat the starting procedure. Should the start signal have been given and the race has in fact begun, then any competitor guilty of a starting offence may be penalised and will be notified accordingly after the race. The onus is on each competitor to ensure that he/she complies with the starting procedure. In the event of the pole driver not being able to take up his correct position, the No 2 driver will be responsible for setting the pace from the Red 90 meter steady point. If either of the front row grid positions are vacant as the field approaches the start line, then the starter may start the race based on the position of the remaining front row kart(s) alone. A penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence **shall be** imposed by the Clerk of the Course should a driver commit any of the following actions which will be classed as starting offences should the start signal have been given and the race in fact has begun;

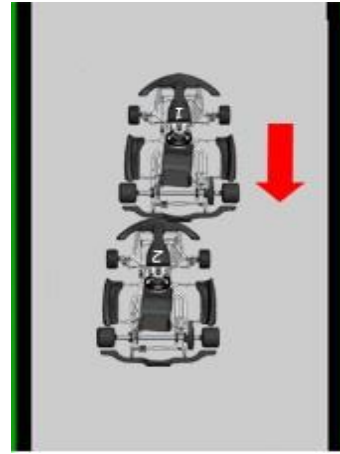
- a) Driving with two wheels on or outside of the lane markings after the red 90m line and before the signal to start is given will be considered a starting offence and is subject to a penalty.

b) Driving with two wheels on or outside the demarcated lines of the track prior to the start signal being given, except where the driver has a problem and signifies this by raising his arm and pulling off to the outside or inside of the track. Should it be possible for the driver to continue, he may re-join the field from behind once the last competitor has crossed the start line.



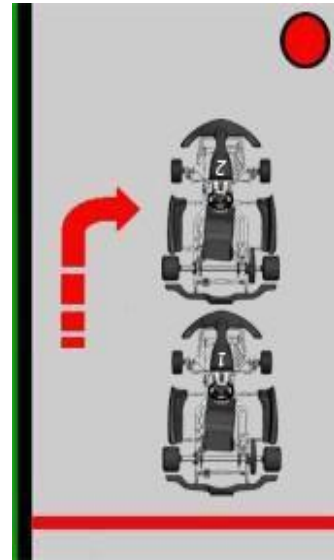
No 2 is over the starting lanes

c)
When approaching the start line subsequent to passing the RED 90-metre steady point, any competitor intentionally altering speed either slower (brake testing) or faster prior to the start signal being given.



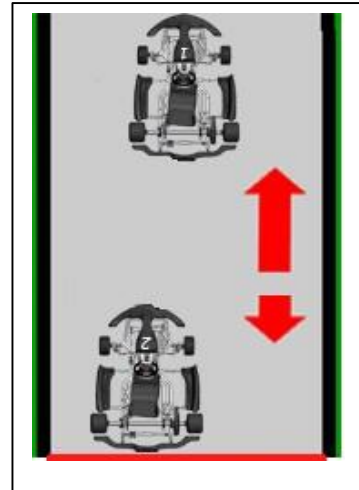
No 1 has altered speed (brake testing)

d) Improving grid position (overtaking) after passing the red (90m) line and before the start signal having been given. Any position left vacant in the field due to a non-starter must be maintained vacant until the start signal has been given. You may NOT block a competitor out of his/her intended grid position before the 90M line. Should a competitor not be able to take up his/her grid position before the 90M line, the grid position he/she would have filled MUST be left vacant. You may NOT improve your grid position by filling the gap so left!



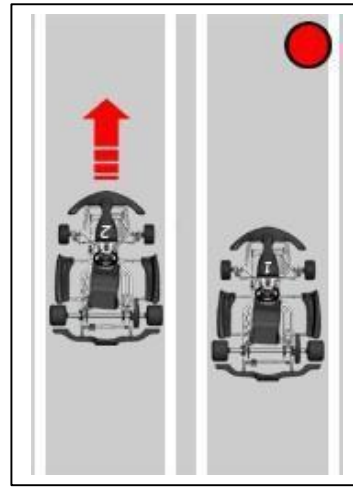
No 2 has moved out of formation after the RED 90m line

e) Leaving a large space between karts after passing the red (90m) line and before the start signal having been given.



No 2 has an extended space between himself & the kart ahead – must be ‘bunched’ up

f)
 Jumping the start, when a kart has gridded behind another, but passes the kart gridded ahead of him before the start signal has been given.



No 2 is ahead of No 1 when the start signal is given

g) Any penalty imposed as a result of the above must be advised to the competitor after completion of the race or heat and must be deducted immediately from the driver's accumulated points for the day.

xiii) **STANDING STARTS**

On display of the green flag, the karts will proceed at an orderly pace to the dummy or starting grid where they will stop in either staggered or parallel formation as defined in the SR's with engines running and in their allocated positions when the Clerk of the Course will signal the starter to start the race. Should the Clerk of the Course be dissatisfied with the disposition of the field for any reason he may send them round for another lap after which they will reform again on the grid. Any driver who is not stationary at the moment the starting flag is raised, must stop immediately. A place penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence shall be imposed by the Clerk of the Course, should any of the following actions occur which will be classed as starting offences should the start signal have been given:

- a) Starting further forward than the allocated grid position or ahead of the demarcated line on the
- b) Moving prior to the start signal being shown.
- c) The imposition of a penalty as a result of the above must be advised to the competitor after completion of the race or heat, and the race results must be immediately amended accordingly to allow the driver's accumulated points for the day to be calculated correctly.
- d) In the case of handicaps, competitors may be started individually or in groups, according to their allotted handicaps.

xiv) **SIGNAL TO START A RACE**

A race shall be started by the lowering of the MSA flag or alternatively by the extinguishing of the red light/s. In the latter case, a red light/s must be mounted directly above the circuit and must be visible from any point on the starting grid. Illumination of the red light will correspond to the raising of the start flag, being followed by extinguishing of the light/s to start the race. In the use of flag starts, the starter may be positioned beside the track but may not start the race from any position upon the tarmac of the circuit. **It is obligatory to state in the supplementary regulations if lights are to be used.** In the case of a false start, the Clerk of the Course may have the field return to the pre-race paddock and penalise the guilty driver accordingly. Should the Clerk of the Course allow the field to reform for another lap and a starting offence is again committed, the race will continue and the guilty party **shall** be penalised accordingly after the end of the race. Should a penalty be imposed, that penalty will be a place penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence. Any penalty imposed as a result of the above must be advised to the competitor after completion of the race or heat and the race results must be immediately amended to allow the driver's accumulated points for the day to be calculated correctly.

xv) **SIGNAL TO FINISH THE RACE**

It shall be obligatory for the chequered flag to be shown after the last lap board. After receiving the end of the race (or practice) signal, which shall be the displaying of the chequered flag, each driver shall continue at a reduced speed to the paddock entrance. If, during a race, the chequered flag is inadvertently displayed before the race is scheduled to end (in terms of the SR's or as amended), the race will nevertheless be deemed to have ended. If, during a race, the chequered flag is inadvertently displayed after the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.

xvi) **CLASSIFICATION OF A FINISHER**

After the winner has received the chequered flag, any driver who has not completed the full number of provided

laps, even if he does not finish the race, will be classified according to the number of laps he has actually covered, provided he has completed at least two thirds of the race distance (rounded down to the nearest whole number of laps). No kart may be pushed over the finish line. For the resolving of ties refer to Art. 20 f) e).

At no time shall more than two assistants per driver be permitted on the track, and then only prior to the start and after the finish.

xvii) Any handicap shall be based on an allowance of time or distance determined by: a) individually timed performance in practice or a preceding race, or b) an assessment of performance by the organisers. The method of handicapping, if any, shall be stated in the Supplementary Regulations.

xviii) Refueling during a race is forbidden, unless permitted by the Supplementary Regulations. Whenever a kart is refueled at the pits, the engine shall be stopped throughout the refueling operation, and the driver shall vacate his kart. No entrant shall have any one container in the pits holding more than 25 liters of fuel.

xxi) **STOPPING THE RACE**

Should it be deemed necessary to stop the race due to an accident on the grounds of safety or for any other reason, the RED FLAG shall be shown by the Clerk of the Course and all flag Marshals shall show red flags to indicate the race has been stopped. All drivers will immediately stop racing and continue slowly to the start line, being prepared to stop at any point if requested to do so by an official. On reaching the start line, the competitors shall be required to stop. The results will be formulated as follows:

- a) Should less than two (2) laps have been completed the race shall be re-run and the first start declared null and void. Only the original drivers will be entitled to take part in the restart, and they will take up their original start positions. The restart time will be at the discretion of the Clerk of the Course.
- b) Should the race be stopped between laps three (3) and 67% of the total race distance, the race will be restarted based on the finishing order of drivers the lap preceding the stopping. The restart time, if delayed, will be at the discretion of the Clerk of the Course.
- c) Should 67% have been completed it shall be deemed a race and the result will be the finishing order at the end of the lap preceding the stopping.

xxii) **TELETEMETRY/DATA LOGGING/RADIO COMMUNICATION**

Any form of telemetry or radio communication with the kart or driver, while they are in motion on the track, is prohibited, during official practice, qualifying and races. However, data logging for the purpose of later downloading (with the exception of logging in respect of cylinder head and exhaust temperatures) is permitted. NO transmission or communication of data, verbal or electronic, between a moving Kart and the kart's pits or team is allowed other than a single burst of timing data from the Kart as it passes the timekeepers receiver.

xxiii) **On Board Cameras –**

Competitors wishing to carry on-board cameras or any Race recording devices:

- a) Recording devices (Go-Pro's) may only be mounted with the standard brackets (as supplied with the unit) to the kart's plastic side pods, front and rear bumper or bib and on top of the radiator. **No** additional mounting extension between the kart and the recording device is permitted.
A maximum of two recording devices is allowed per kart. It is **NOT** permitted to mount any device on the helmet.
- b) Ensure these are adequately and securely fitted to their karts for inspection at scrutineering and at any time during an event.
- c) Declare their intention to use a camera on their entry form.
- d) Make available all camera footage to officials on demand

xxiv) **Weighing**

- a) The weight of the karts shall be adjudged as they crossed the finish line at the end of the practice session or race, i.e. any part lost off the kart after the finish line may be weighed together with the kart.
- b) It is compulsory after qualifying and after each race for all drivers and their karts in all classes to be weighed prior to entering the paddock.
- c) Karts must be weighed each time they exit the circuit for adjustments during their qualifying sessions.
- d) Scale of the day will be the instrument to be used. Refer Art 7 j)
- e) Karts **MAY NEVER** be driven onto scale and must always be pushed.

xxv) **Recovery**

In case of a breakdown no outside assistance will be allowed except designated recovery vehicle.

xxvi) **Practicing – See Section D Art.17**

xxvii) **Identification of equipment**

- a) Immediately after the qualifying session weigh-in, engines must be sealed or identified in a suitable manner to enable the Scrutineers to carry out a post-race examination effectively. Other additional seals or identification procedures may be utilized by the scrutineers at any other time throughout the event. For ALL classes, engines may be required to be sealed and their carburetors and exhaust silencers suitably identified. Details in this regard shall be incorporated in the supplementary regulations for each event. For

Maxterino and Mini Rok classes, the two side bolts fixing the top engine cover to the engine must be cross-drilled to facilitate the fitting of wire seals. Rok classes need to ensure that the cylinder head and cylinder have cross-drilled nuts/bolts to facilitate the fitting of wire seals. Should a competitor subsequently wish to change or repair an engine or component thereof, which will necessitate the breaking of a seal or removing any identification, this may only be done under the supervision of the Scrutineers. Once the change of engine or component is complete, the engine or component will again be sealed or identified.

- b) The changed component or engine must be impounded by the scrutineers.

xxviii) **Outside assistance**

No driver may receive outside help on the track once the karts have left the pre-start grid for the start of a race. Drivers may, however, during the race, enter the pits by the proper method, weigh the kart, receive assistance in the pits and then re-join the race.

Should the required repair not need to pit, during the race only, it is permissible to use the 'tuning area' provided this is under the control of a marshal. This facility shall be advised to competitors at drivers briefing. The only exceptions to the rule regarding assistance on the track are:

- a) Marshals may assist drivers who have come to a stop to place a kart off the circuit to avoid obstructing other competitors.
- b) The starting of engines or pushing (by marshals only) is permitted in all classes when deemed safe (by the marshal).
- c) Cadet competitors may receive outside assistance with the permission of the Clerk of the Course.

From the commencement of the official qualifying practice only authorized officials are allowed on the track. The penalty for receiving outside assistance, whether the assistance is solicited or not, is automatic exclusion from that particular race or qualifying.

Where a circuit has provision for a demarcated area for repairs to karts which does not require karts to cross the scale, competitors may make use of this area DURING RACING ONLY without the necessity of first crossing the scale. The location of the said demarcated area must be made known to competitors in advance and karts entering this area for repairs must come to a complete standstill before departing from the area.

xxix) **Fuel and oil**

Where the SR's for an event specify the fuel to be used: - the name of the filling station and pump number will be the only permissible fuel for the event in question. The organisers have the right to undertake fuel testing. Only the specified brand of oil and at the specified ratios may be used and this may not be tampered with in any way. The MSA Karting Commission will nominate the oils prior to each SA National Championship event. These will be the only oils permitted for the event. The fuel/oils so nominated and appearing in the SR's will be used for any fuel/oil changes ordered by the organisers.

xxx) **Tyres**

The use of wet weather tyres in qualifying or any of the races will not be permitted unless declared a wet race or practice by the Clerk of the Course. Likewise, the Clerk of the Course can withdraw authorization for wet weather tyres.

- a) New or used tyres can be used. The organisers must arrange for each competitor's tyres to be marked with his/her racing number and class when exiting the circuit after qualifying. The marked tyres and/or rims may be impounded by the organisers and re-issued on the day of the race if originally issued prior to race day.
- b) Both dry & wet weather tyres must be identified prior to being used. Checks on identified tyres may be made at any time throughout an event and any competitor found using any tyre, which has not been identified for the event will be excluded from the prior races or qualifying races. Exchanging of tyres between competitors is forbidden and the penalty will be the same as above.
- c) It is prohibited to use any chemical treatment, or other means, to artificially enhance the performance of tyres used during official practice or racing.
The organisers reserve the right to replace one or more of any competitor's tyres, with a substitute tyre of similar wear, should they believe such action to be warranted. Should a tyre be worn to the extent that it is no longer safe for use, the organisers may require such a competitor to withdraw from further participation in the event so affected.
- d) The only substance that may be used to inflate tyres is normal air (compressed or otherwise). Race organisers shall have the right to require competitors to deflate their tyres on request and re-inflate them under supervision using normal air. The use of any tyre inflation substance other than normal air and/or the failure to respond to a request to deflate/re-inflate tyres as above shall be deemed a contravention of the technical regulations, and shall be dealt with accordingly.
- e) Tyres may not be deflated after the completion of qualifying or race until your kart has left Parc Ferme.

- xxxii) **Variation of regulations**
Any variation of these regulations approved by MSA will be advised by means of the Supplementary Regulations or MSA bulletin for each event affected by such variation.

SECTION F

19. POINTS SCORING

- a) Exclusions may not be dropped from any championship. Where championship regulations make reference to 'best scores' counting toward a championship, it is clarified that, in view of the fact that exclusions cannot be dropped, any race from which a competitor is excluded will be deducted from the total of 'best scores' the competitor can count towards the championship. Thus exclusions form part of 'best scores'. The table of available scores is referred to in the relevant championship regulations. Art 20 of these regulations. Competitors found guilty of an infringement, resulting in exclusion, will score zero (0) points
- b) For Club and Regional Events: - scoring is according to the relevant regulations governing the individual championships.

SECTION G

20. NATIONAL CHAMPIONSHIPS

- i) Circuits will be closed to **ALL** national competitors, as well as the equipment to be used in the National Championship event from 18.00 on the Sunday, one week prior to a National Championship event until 12.00 noon the Thursday of the event. (10 days)
Administrative functions should not commence prior to 12.00 noon on the Thursday. SA National Championship events will generally be held on a Friday and Saturday.
- ii) All rounds of a SA National Championship series of events shall be scored equally. However notwithstanding this series within the national championship may add to the overall national championship scoring once approved by MSA's Karting Commission.
- iii) **National Championship Classes 2017**
Various national championship series shall be held for the following classes:
- iv) Mini Rok, Maxterino, Mini Max, Junior MAX, MAX and Rotax DD2. A minimum of 12 starters per national championship class per event shall be required for a national champion to be declared in the particular class, of which 8 of the same competitors must contest 75% of the championship events. (3 out of 4 events). The MSA Karting Commission reserves the right to review for the following year the national championship status of any class that fails to comply with the minimum starters requirements. Refer Art. 10) i)
Interprovincial Challenge Classes
Should interprovincial challenge championship series class/es be approved, there shall not be less than 12 of the same competitors who must compete at 75% of the national events in order for an SA National Championship to be declared. No class will be granted Interprovincial challenge status more than once in a three year cycle.
- v) All events will take place over a maximum of three days, including the Thursday open practice.
- vi) Race distance per National Championship race shall be:
Mini Rok/Maxterino/Mini Max: - Minimum 10km & maximum 12km.
All other classes: - Minimum 15km & maximum 20km.
- vii) **Event Format:-**
In order to accommodate five circuits and 4 rounds to the National and National Challenge Championships a rotation system is in place until the end of 2017. For 2017 SA National Championship events will be held at:
Vereeniging
Cape Town
KZN (Idube)
Zwartkops
- a) (PE will not host a SA National Championship event in 2017)The second day of the event (generally Friday) shall be utilised for the purpose of documentation, tyre identification/issue, and official practice. Qualifying/Racing may commence on Friday afternoon, as per the program issued in the SR's by the organisers.
- b) There shall be a 10 minute qualifying session for each class.
- c) Racing (3 scoring races per class) shall take place from the Friday afternoon and will be completed on the Saturday of the event. The final event of the SA National Series may hold 4 races per class for SARMC classes.
- d) Organisers are to make every effort to ensure that results are published as soon as possible after the completion of racing, to allow the podium ceremonies to take place in daylight and wherever possible for the purposes of television coverage.
- e) Qualifying and grid positions:-
a. Competitors will generally be lined up on the pre-race grid for Qualifying according to their lap times in the last official practice session. Where applicable, details of any deviations from this ruling shall be published in the event SRs.
b. The Qualifying session shall determine the grids for Race 1.
c. The grid for Race 2 shall be determined according to fastest lap times in Race 1.

- d. The grid for Race 3 shall be determined according to fastest lap times in Race 2.
- f) **Points scoring:-**
- a. Competitors will be eligible to score championship points irrespective of the number of events they participate in.
 - b. Points will be scored per race on the following basis in all classes 35-32-30-29, and so on.
 - c. Drops: - Mini Rok: - any two races other than exclusions shall be dropped for championship scoring purposes.
All ROTAX classes, including Maxterino: - any three races other than exclusions shall be dropped for championship scoring purposes.
 - d. Non-finishers: -Mini ROK will be awarded 2 points less than the last placed finisher in any particular race. ROTAX classes, including Maxterino will be awarded 5 points less than the last placed finisher in any particular race.
The above allows for non-finishers to receive a certain number of points less than the last placed finisher. It is clarified that, to be eligible for such points, a competitor must have triggered the timing device and not have completed 67% of the race distance, i.e. must have physically started the race. It is further clarified that, where there are sufficient finishers in a race that the last placed finisher will only be eligible for 0 points, then all non-finishers will also be allocated 0 points, i.e. the points less than the last placed finisher do not become a negative score.
 - e) **Tie** - In the event of a tie having to be resolved to declare a winner, preference will be given to the competitor having the greatest number of first places. If a tie still remains, the greatest number of second places, failing this third places, and so on, will be taken into account. Should there still be a tie; the competitor having the highest score in the last race shall take preference. In the event of tied competitors not being classified in the last race, then the previous race's finishing order will be taken into account, and so on until the tie is resolved
- g) **Tyres:-**
- ALL CLASSES**
- a) The number of dry weather slick tyres each competitor may use during a SA National championship event is restricted to two sets of four (4) tyres from the start of official practice to the end of the event. Only one (1) set of tyres may be used from the start of official practice.
 - b) The number of dry weather slick tyres each competitor may use is restricted to one set of four (4) tyres from the start of Qualifying. The same ruling applies in respect of the number of wet weather tyres that may be used. It is compulsory for dry race tyres to be purchased and issued from the organisers. I.e. Swapping out of your own tyres with organizer's tyres is NOT permitted.
The onus is on the competitor to ensure that they have wet weather tyres at any event.
 - c) Should a tyre become damaged due to an accident during the event, the Clerk of the Course may approve a replacement of similar wear. The damaged tyre must be deposited with the scrutineer.
 - d) The organisers must arrange for each competitor's tyres to be marked with his/her racing number and class when exiting the circuit after qualifying. The marked tyres and/or rims may be impounded by the organisers and re-issued on the day of the race if originally issued prior to race day.
Checks on identified tyres may be made at any time throughout an event and any competitor found using any tyre, which has not been identified for the event will be excluded from the prior races or qualifying races. Exchanging of tyres between competitors is forbidden and the penalty will be the same as above.
 - e) **Series running inside the SA National Championship and which are published separately on the MSA website:-**
Rotax Max – referred to as SARMC
ROK

21. SECTION H PROTESTS

Refer to Part IX of the GCR's.

SECTION I

22. APPEALS

Refer to Part X of the GCR's.

Where a formal appeal (following a protest) arises as the result of exclusion in terms of a contravention of the technical regulations and specifications, the part/s under dispute will be impounded by the relevant officials, sealed and submitted to MSA Head Office. Should notice of intention to appeal not have been timeously lodged in terms of the regulations, and the part/s are therefore not impounded, late acceptance of such appeal shall not be considered or granted. An appeal correctly lodged in terms of the above will be considered by an MSA Court of Appeal, the members of which shall include members of the MSA Karting Commission's Technical Committee wherever possible.

SECTION J

23. KARTING SPECIFICATIONS – GENERAL

All Karts are to be raced as supplied, other than as listed below or as stated below for clarification where necessary.

In the event of a particular issue not be covered either in the published homologation documents which are available on the MSA web-site, then the general chassis specifications as they appear on the CIK web-site will apply. This is applicable to ALL chassis notwithstanding they are 750mm to 950mm chassis and homologated by an ASN or by Motorsport South Africa.

Detail references can be found on the CIK general prescriptions web=site and should be used only when not referenced in these regulations.

http://www.cikfia.com/fileadmin/content/REGULATIONS/Technical/Technical%20Regulations/2016/Web_RT_2016.pdf

23.1 CHASSIS (only homologated chassis as per Art. 34 may be used)

a) Wheelbase:

CIK and Rotax homologated chassis:-

The minimum shall be 104cm, maximum 105cm (+/- the allowance as per the specific chassis homologation).

Mini Rok, Maxterino, Mini Max and Micro Max

Shall be 95.5cm (+/- the allowance on the approving ASN homologation documents)

Micro Rok

May use either a 89.5cm or 95.5cm chassis (+/- the allowance as per the specific chassis homologation).

The Cadet class

Shall be 75cm to 77cm (+/- the allowance on the approving ASN homologation documents)

All measurements shall be taken between the centres of the front and back axles.

b) TRACK

Minimum of two thirds of the wheelbase measured to the outermost face of the tyre or rim, whichever is the greater.

The maximum overall width is 140cm, except for Cadet, Micro, Mini and Maxterino classes, which is 115cm is measured to the outermost face of the rims or tyres, whichever is the greater.

c) HEIGHT

A maximum height of 60cm from ground level inclusive of bodywork is allowed.

d) FRAME

All main chassis components must be firmly bolted or otherwise secured to the frame. Movable connections are restricted to the steering system and all other parts with one, two or three dimensional, joints are forbidden. Hydraulic or pneumatic damping elements for oscillation are forbidden. The chassis frame must be constructed from magnetic steel tubing.

e) BODYWORK – GENERAL

Karts in all classes, except Cadets, must be fitted with CIK approved bodywork and fitment attachments as per CIK homologation or the approving federation and MSA endorsement in the case of the Cadet, Micro, Mini and Maxterino classes. All bodywork must be securely and safely fixed to the chassis/frame so as not to become dislodged. All bodywork on homologated chassis must be used as homologated kits, i.e. no 'mix and match' sets are permitted.

Nose cones may NOT have additional fastenings or securing for example, plastic zip ties, other than as stated below. In the interest of safety, it is permitted to secure the nose cone clamps with a single loose cable tie as pictured below to the upper bumper bar.



A modification to **TOPKART** chassis in order to accommodate the CIK nose cone fitment and In order to comply with the CIK attachment method of the front bumper/ nose cone, the following modification is allowed on the **TOPKART** chassis complying with homologation 103/CH/17 and 17/CH/14

The 3 fixing lugs as in picture 1 may be removed in such a manner that the diameter and shape of the original chassis is maintained in the modified areas. When the fixing brackets are installed as in picture 2 the competitor must ensure that the CIK fixing brackets are working as intended by the regulations governing the fitment and use of the CIK "POP-UP" brackets.

Picture 1

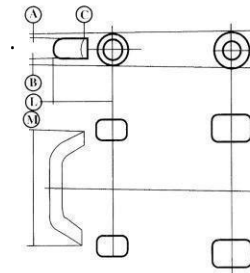
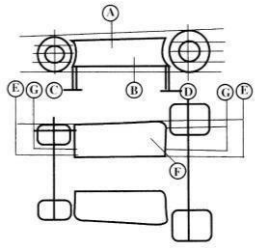
Picture 2



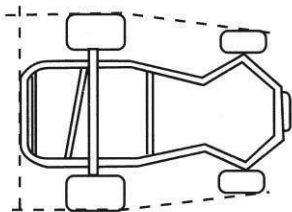
No part of the bodywork, wings or end plates may:

- Be higher than 60cm from the ground (except for a structure solely designed as a head-rest with no possible aerodynamic effect).
- Extend laterally by more than 20mm beyond the line drawn on each side through the outside of the rear and front wheels (in the straight ahead position); (see diagram) which maximum width shall not exceed 115cm for Cadet/ Micro /Mini and /Maxterino Classes and 140cm for all other classes (except in the case of wet weather tyres being used when the bodywork is permitted to extend by more than 20mm beyond the lateral line).
- No part of the bodywork may be used as a fuel tank or be used to carry ballast.
- In the event of loss of the front fairing (nose cone) during a race, the competitor must pit within (2) laps to have the fairing replaced. Failure to do so will result in the exclusion: Refer penalties Art. 11 iv).e) A hole no greater than 30mm diameter may be drilled in the right hand side pod to facilitate starting should the starter motor fail

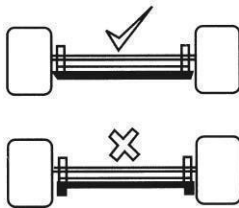
Article I. BODYWORK FOR ALL CLASSES



Article II.



Floor tray showing legal and illegal. Illegal is defined as creating a skirt effect.



The plan showing the limits beyond which neither bodywork nor wing end plates may protrude by more than 20mm.

ALL Classes

Cadets/Micro/Maxterino/Minis

A	= 4cm maximum	Driver on Board	A	= 7cm maximum
B	= 2.5cm minimum	Driver on Board	B	= 2.5cm minimum
C&D	= 4cm maximum	Driver on Board	C&D	= 7cm maximum
	= 2cm minimum			= 2cm minimum
E	= 5cm maximum		E	= 8cm maximum
	= 12cm minimum front			= 8cm maximum
	= 18cm minimum rear			= 12cm minimum rear
F	= 5mm radius minimum		F	= 5mm radius minimum
L	= 60cm maximum			
M	= 80cm minimum – 125 classes			
	= 75cm minimum and 78cm maximum – Cadet, Micro Max, Micro Rok, Mini Rok, Mini Max & Maxterino			
	= Front Bumper. Fixing of the front fairing on two points minimum. No strengthening pieces or supports are allowed. Quick fixing system permissible.			

SAFETY:- include the positioning of Go Pro type equipment

Race recording devices: eg. Go-Pro

Recording devices (Go-Pro's) may only be mounted with the standard brackets (as supplied with the unit) to the kart's plastic side pods, front and rear bumper or bib and on top of the radiator. No additional mounting extension between the kart and the recording device is permitted.

A maximum of two recording devices is allowed per kart. It is NOT permitted to mount any device on the helmet.

On the grounds of safety, no hole may be bored in the frame, steering assembly (excluding those bored by the manufacturer in the steering wheel), seat supports or bumpers, or any other modification to the chassis and its' components for the purpose of lightening, or for any other reason other than required for normal fixing. The threads of bolts or studs fitted with "Nyloc" type nuts must protrude fully through the nuts. Including:-

Brake pedal to chassis. Brake rods (both ends). The master cylinder to the chassis. Brake calliper to chassis spindle (Shifters ONLY). Brake callipers to spindle. Brake disc to the brake hub. Weights, double bolted. The steering column to the chassis. Steering wheel hub. Steering wheel hub to steering column. Tie rods at both ends. Kingpins. Spindle to wheels and the throttle pedal to chassis.

iv) **FLOORING**

There must be a floor made from rigid material (carbon-fibre and Kevlar not permitted) that stretches from the front of the seat to the front chassis member of the kart. It must be edged on each side by a tube or a rim to prevent the driver's feet from sliding off the floor. The floor tray shall be basically of flat construction and shall not, together with any other part of the bodywork, resemble a skirt. No lightening holes, other than those made by the manufacturer may be cut into the floor tray, except that one hole may be drilled in the floor tray to accommodate the timing system pickup. No extension of the above specified floor tray either forwards or rearwards will be allowed.

23.2 WHEELS, RIMS AND TYRES

a) Front wheels shall have ball or roller type bearings. Wheels shall be secured to the axle by means of self-locking nuts, nuts with split pins or a secure clamping device. Wheels must be fitted with inflated tyres, with or without tubes. Solid or cellular tyres are prohibited. A dry weather slick is defined as tyre without grooves.

b) For 2017 the following are the only makes, sizes and compounds of tyres permitted.

CLASS	MAKE	COMPOUND	SIZE
Cadet, Micro Max	Mojo	C2	F 4.0/10.0-5 R 5.0/11.0-5
Mini Rok and Mini Max			R 5.0/11.0-5
Junior Max	Mojo	D2	F 4.5/10.0-5 R 7.1/11.0-5
Senior Max and DD2	Mojo	D3	F 4.5/10.0-5 R 7.1/11.0-5
125 Gearbox & Superkart	Bridgestone	YJB	F 4.0/10.0-5 R 5.0/11.0-5
WET WEATHER TYRES			
All Classes	Mojo	W2	F 4.5/10.0-5 R 6.0/11.0-5

Notes:

i) The list of permitted tyres applies to all MSA-sanctioned karting events (regardless of status) and the only body permitted to grant any deviations from the published list is the MSA Karting Commission.

ii) In the event of proven non-availability of the specified make and/or compound of tyre, MSA Karting Commission has the authority of MSA to replace the specified tyre with another make and/or compound and such change will be advised by means of the Supplementary Regulations for each event affected by such change. Force majeure and/or extraordinary circumstances (e.g. unavailability of a specified make or compound of tyre) will also allow MSA Karting Commission or the organisers to make changes to this regulation by issuing a final notice in this regard.

c) The permitted width of rims shall be:-

(maximum measurement to inside of rim flange, minimum measurements to inside of rim flange):

i) **Cadet, Micro Max, Mini Max, Mini Rok and Maxterino classes**

Front Maximum 11.5 cm

Rear Maximum 15.0cm Minimum 13.0cm

ii) **ROTAX and 125cc gearbox classes**

Front Maximum 13.5cm Rear

Maximum 21.5cm

- d) The overall diameter of fitted tyres measured at any time during an event (all classes) shall not be more than:
Front 28.0cm, Rear 30.0cm
- e) The maximum diameter of rims shall not exceed 5 inches (126mm) for all classes.
- f) The simultaneous use of wet and dry weather tyres is expressly prohibited.
- g) The use of any sort of any artificial heating device to pre-heat tyres, or tyre treatment, including the use of heat guns is strictly forbidden in all classes except the Cadet Class, where the use of heat guns is only permitted for the removal of excess rubber picked up from the circuit.
Cadet competitors are encouraged to provide their own external power source, where the circuits' main supply may be inadequate to accommodate the use of heat guns.
- h) The organisers reserve the right to replace one or more of any competitor's tyres, with a substitute tyre, should they believe such action to be warranted.

23.3 BRAKES:

Carbon brake discs are forbidden. It is mandatory that brake discs are made of steel, stainless steel or cast iron.

All brake systems must be CIK/ASN homologated.

It is permissible to use the complete system (master cylinder, Calliper and brake pads) from one manufacturer on a different chassis.

- a) Cadet Class: Brakes must be effective and operated by foot pedal mechanically on both rear wheels simultaneously.
- b) Micro Max, Micro Rok, Mini Rok, Maxterino and Mini Max classes: Brakes must be effective and operated by foot pedal either mechanically or hydraulically on both rear wheels simultaneously.
- c) Mini Max, Junior Max and Max Challenge, Brakes must be effective and operated by foot pedal hydraulically on both rear wheels simultaneously and be CIK Homologated. Front brakes are not permitted on any fixe drive karts.
- d) 6 speed gearbox classes Superkarts and DD2 must be fitted with hydraulically operated brakes effective on all four wheels simultaneously, but with independent systems front and rear so that in the event of one system failing the other will operate on either two front or two rear wheels and be CIK Homologated.
- e) Brake Pads & Discs: - taking into account wear and tear on the brake pad backing plates and the friction on the brake discs, these do not have to display the CIK numbers and logos but need to be compliant with the homologation specifications in all other respects. The homologation holder may be required to deposit a CIK numbered and logo sample of the disc brakes with MSA for control purposes.
- f) It is NOT permitted to 'mix and match' brake discs or any part of the brake system. It is however permitted to replace an entire brake system with a brake system of another manufacturer, provided the brake system is homologated by the CIK (or ASN, where applicable) and is approved in the South African homologation list.

23.4 STEERING

Flexible steering controls by cable or chain are prohibited. All parts of the steering must have a method of attachment offering maximum safety (split pins, self-locking nuts or burred bolts). Any device mounted on the steering wheel must not protrude by more than 30mm from the plane forward of the steering wheel and must not have sharp edges.

23.5 TRANSMISSION

The drive of the transmission shall always be to the rear wheels. The method and ratios (engine and axle sprockets) are free, except for classes Cadet, Micro Rok, Micro Max, Mini Rok and Maxterino and Mini Max. Except for Cadets the aforementioned classes, the shaft (axle) must have a maximum external diameter of 30mm and a minimum wall thickness of 4.9mm at all points except the key housings. The length is 960mm +/- 10mm and weight 2900g +/- 100g. The rear shaft used on the chassis does not have to come from the same manufacturer as the chassis itself. For the Cadet class see the specification sheet A. CHASSIS (c)

23.6 SEAT

The kart seat must be rigidly located on the chassis. It must be so designed so that the driver is securely located to resist movement when cornering or braking and shall not be cracked or damaged in such a way as to pinch, lacerate, be insecure, not provide the driver with adequate protection, or endanger a driver in any way. Seats supports MUST be mounted by using nuts, bolts, and a metal or aluminium washer with a minimum diameter of 35 mm and 1,5 mm thickness to eliminate seat supports break through. The lower seat bolts may be loosened in the event of rain.

23.7 CHAINGUARD

A chain guard is compulsory and must an effective protection over the top and both sides of the exposed chain and sprocket and extend at least to the lower plane of the rear axledown a line at least level with the centre of both front and rear sprockets. Where engines are fitted with side-mounted carburetors adjoining the front sprocket, a guard must be fitted to prevent the driver's fingers becoming entrapped in the chain.

Club status competitors are exempt from new fully enclosed chain guard, provided the scrutineer is satisfied that the chain guard being used serves the purpose and is in good condition.

23.8 PEDALS

Whatever the position of the pedals, they must not protrude forward of the chassis, including the front bumper. Neither pedals may protrude forward of the chassis (including the bumpers) and MUST be mounted in front of the

master cylinder. Brake pedal MUST have a double linkage to the master cylinder. Accelerator pedal MUST be equipped with a return spring. Pedal Extenders and Footrest are allowed.

23.9 ACCELERATOR

Pedal operated and equipped with a return spring to close the throttle when released.

23.10 EXHAUST

So designed that exhaust gasses are carried away from and to the rear of the driver. The exterior of exhausts may be polished, except in the Rotax classes where this is not permitted. For all classes, no part of the silencer or exhaust pipe shall protrude beyond the chassis of the kart or bumpers and sideways beyond the line drawn between the outer edges of the front and rear tyres.

23.11 FUEL TANK

Fuel tanks must be firmly and adequately fixed to the chassis or the flooring and not by a temporary system of attachment. It must be constructed in such a way, that neither it nor the fuel pipes, which must be flexible, present any danger of leakage during a competition. Pressurized tanks are prohibited. The tank shall in no way be shaped to act as an aerodynamic device. The tank must supply the engine only under normal atmospheric pressure. Apart from the fuel pump located between the fuel tank and the carburetor, any principle or system, mechanical or not, which may have an influence on the internal pressure of the fuel tank is forbidden.

Except for the Cadet class, it is mandatory to place the fuel tank between the main tubes of the chassis frame, ahead of the seat and behind the rotation axis of the front wheels.

Side and rear mounted tanks must not protrude beyond the rectangle, which frames the four tyres horizontally at the level of the wheel hubs.

The maximum tank capacity of the kart shall not exceed 10 litres.

For National Championship and Regional Championship events, fuel tanks must be readily removable (i.e. able to be removed within five minutes) and for this purpose it is required that the latest type removable tanks are fitted (see Art. 18 xviii).

All Fuel pipe to have Spring clips/hose clamp/cable ties to prevent them coming off.

23.12 BUMPERS (Not Body Work)

a) **General** – There shall be front, rear and side protection. Side pods or any side bumper incorporated in the side pods shall comply with the CIK or manufacturers specification (in the case of ASN homologations and shall not project by more than 2mm beyond the line drawn through the outside of the rear wheels and the front wheels in the straight ahead position but this may be exceeded when using wet weather tyres. Bumpers must be firmly welded, bolted or clamped to the chassis in such a manner so as to prevent dislodging in the event of a collision. All requirements and measurements stated in this section apply to the kart without driver and must be complied with prior to leaving the pre-race paddock before each practice or race.

b) **Front bumper** – Shall comply with the CIK or manufacturers specification (in the case of ASN homologations) and consist of a single fixed horizontal tube of minimum 15mm diameter with adequate wall strength attached to the chassis at each rear extremity and supported at the front by at least one direct vertical support attached to the front chassis cross tube. This support attaching the bumper to the chassis front cross member must be independent of the front spoiler mounting system so that, in the event of the spoiler becoming dislodged, the front bumper still retains its attachment integrity. The bumper's shape and position must be such that it surrounds the driver's feet from the front and side when the pedals are depressed and must be level with, or project forward of the front chassis cross member in the vertical plane. The height of the horizontal tube at the front is recommended to be a minimum of 20m measured from the ground to the underside of the tube with the front wheels in the straight ahead position.

Front Nose Cone – The front fairing (nose cone), using the front fairing mounting kit must be correctly installed and must be in the correct position at all times during the competition.

c) **Rear Bumper -**

Shall comply with the CIK specification for **all** classes and regardless of the status of the class or event. In the case of the Cadet and classes using the 89.5 and 95cm chassis, all rear bumpers and protection shall be similar to the CIK type. CIK regulation 2.5.3 Refers- * The rear protection must be made of hollow plastic moulded in one piece and must not present any danger as regards safety. Furthermore, the structure must be moulded plastic without foam filling, and the wall thickness must be constant in order to provide uniform strength*

23.12 ENGINES

IT SHOULD BE NOTED THAT AN ENGINE 'BUY-OUT' SYSTEM MAY BE INTRODUCED AT ANY TIME. THE DETAILS OF WHICH WILL BE ISSUED BY CIRCULAR.

a) By engine is understood the propelling unit of the vehicle in running order, including cylinder block, casing and possible gearbox, ignition system, carburetor/s, (no injection system) and exhaust. Engines shall be of the two-stroke type, without supercharger. Only one engine unit is permitted as the propelling unit of the kart.

b) All engines used for racing must have the official manufacturer's identification markings.

c) For all engines, any form of variable ignition (advancing or retarding whilst in motion systems) is strictly forbidden except where such type of ignition is specifically allowed by the class regulations. For all engines, all systems of

electronic engine management, which may be varied while the kart is in motion, are forbidden.

- d) Unless permitted in the international technical regulations for a class, the coating, including painting, of any part of the engine either internal, external and internally or externally of the part is NOT permitted.
- e) All engines raced in Regional and/or National Championship race meetings must have the facility to accommodate an MSA Scrutineers seal. Should engines have been sealed by another body (importer, service centre or the like) then provision must be made to add the additional MSA seal. The facility to put two (2) seals on one engine must therefore be provided (MSA seal and engine builder seal). MSA seals may be added after official timed practice (qualifying) for race meetings.

23.13 RADIATORS

For those classes permitted to use water-cooled engines the radiator must not be placed in front of the pedals or behind the rear bumper. All the hoses must be of a material designed to withstand heat and pressure, and must be secured by clips/hose clamps of a suitable strength to withstand rough usage. Overflow catch tanks are obligatory. Where duct tape (or similar) is used to blank off the radiator, or part thereof, this must be fitted in such a way that it cannot be removed while the kart is on track. The use of anti-freeze is permitted in all events, notwithstanding anything that may be stated to the contrary in the international regulations for the class concerned.

23.14 MASS

The mass prescribed in Section K shall be deemed as being the minimum at all times, including during qualifying, and will include the mass of the driver equipped for racing with helmet, visor or goggles, shoes, gloves and protective clothing. Any ballast carried in order to meet the minimum mass prescribed must be firmly fixed to the chassis or seat only to the satisfaction of the scrutineers. For any ballast weight of up to 2kg, attachment must be a minimum of one bolt or permanent fixings, with an additional bolt or fixing for every 4kg or part thereof.

23.15 FUEL AND OIL

For all classes the only fuel permitted for use is freely and commercially available pump fuel as dispensed from commercial petrol pumps in South Africa.

The addition of any additive other than 2 stroke lubricating oil to either the fuel or air is prohibited. An additive is defined as any agent or physical process, which improves the volumetric efficiency and/or heat of combustion. Except in National Championship events or where restricted by the SR's, any brand and type of 2- stroke lubricating oil may be added to the fuel.

The organisers shall have the right to take samples of competitors' fuel at any time during a race meeting and shall furthermore also have the right to have any selected competing kart drained of fuel under supervision and refueled with fuel of known origin complying with the above requirements, provided the brand and octane rating of such fuel is stated in the individual event SR's. In this event and for this purpose, competitors are obliged to make available their own lubricating oil, which must be a commercially available brand in its factory sealed container. If the fuel is found to be illegal, the competitor will be excluded.

Provided the SR's so state, and the MSA Karting Commission has granted approval, the organizer shall have the right to restrict fuel and oil for an event or a class as follows:-

- a) A choice of or a single brand/octane of fuel, provided same is commercially available.
- b) A choice of, or a single brand of 2-stroke lubricating oil. (Except for National Championship events where only the oil nominated by the MSA Karting Commission and stated in the SR's is permitted) see Art.19 (ix).
- c) The right to the sole supply of a fuel/oil premix (provided the commercial source of the fuel and the fuel/oil ratio/s is stated). The imposition of an additional fuel levy to cover the costs is permitted.
- d) Furthermore, the organisers may, provided full details are stated in the SR's, impose such control measures and procedures as they consider necessary (e.g. use of removable type fuel tanks to facilitate impounding of fuel between races).
- e) The fuel to oil ratios are:-

Cadets	25:1
Mini Rok & Maxterino	25:1
All Max Classes	50:1

23.16 TITANIUM

The use of titanium for any part of a kart is forbidden.

23.17 POWER VALVE - DEFINITION

Any system which can alter by manual, electric, hydraulic or by any other means, the normal exhaust port timing, or the actual flow of exhaust gasses at any point between the piston and the final exit of the exhaust when the engine is running is strictly forbidden unless provided for in terms of Specification Sheets.

23.18 SPROCKETS

Plastic sprockets may be used in all classes.

23.19 BATTERY

- I. Starter batteries must be firmly and safety secured to one of the main left rail of the chassis.
- II. Starter batteries must be of sealed and dry cell type ONLY

SECTION K – INDIVIDUAL SPECIFICATIONS

The individual specifications for the Junior ROK, OK – DDJ, and Senior ROK classes will be available on the MSA web-site once homologation has been completed (where applicable). The Sporting regulations will also be posted on the MSA web-site. <http://www.motorsport.co.za/>

24. CADET CLASS SPECIFICATIONS

These regulations are in addition to those stated under Section J 23 or others stated elsewhere in the Karting articles affecting this class.

Minimum mass of kart: With Comer C50 engine: 70Kg complete in racing trim including driver, helmet and all protective clothing. Should a club so choose this may be adjusted upward to a maximum of 73Kgs at club level. Cadet festival events will run at 70kgs.

- a) Fuel Control/testing will be implemented regardless of the status of the event. Ie. Club or Regional. – Refer also ART 18 xxix and 23.15. The nominated oil will be XPS-KARTTEC 2-stroke, mixed at a ratio of 25:1
- b) Clutch engagement speed may not exceed 4000RPM at any time during an event.
- c) The Organisers, importer/promoter of the Cadet series, may, at any time during an event, require a competitor to change any component on the engine. Eg flywheel, coil, exhaust etc. A replacement part will be available free of charge. The competitor will have a choice of a minimum of two new components as a replacement.
Non-compliance will lead to exclusion.

Refer MSA 50cc Comer Specification Sheet as available on the MSA web-site.

25. RESERVED

26. MINI ROKCLASS

These regulations are in addition to those stated under Section J 23 MSA Karting Specification General or others stated elsewhere in the Karting articles affecting this class.

The minimum mass of kart, as raced – including driver, helmet and all protective clothing – 110kg

Refer MSA Mini Rok Specification Sheet - available on the MSA Karting Web-site

CHASSIS

As per Article 34F: The use of seat stays is prohibited for this class.

27. MAXTERINO SPECIFICATIONS

These regulations are in addition to those stated under Section J 23 Karting Specification General or others stated elsewhere in the Karting articles affecting this class.

The minimum mass of the kart as raced – inclusive driver, helmet and all protective clothing – 105kg.

a) **CHASSIS**

As per Art.34F: The use of seat stays is not permitted.

b) **ENGINE**

As per the Maxterino Homologation Fiche which is available on www.motorsport.co.za or www.kart.co.za

c) **EXHAUST – PISTONS – CRANKCASE – CARBURETTOR – GENERAL**

As per Maxterino Homologation Fiche available on www.kart.co.za

d) **IGNITION**

As per Maxterino Homologation Fiche available on www.kart.co.za

e) **CARBURETTOR**

Dellorto PHBG18BS Diameter 18mm. No modifications at all are permitted.

Needle marked W23 only. Only adjustments permitted are to the needle clip and idle air screw. Original floats: 4g, idle jet: 50, emulsion tube: 262AU and spring type needle, starting jet: 60.

The emulsion tube and air shroud must be as per drawing number

f) **TRANSMISSION:**

Only the following engine/axle ratio may be used, for all circuits. Engine Pinion 11 teeth: Sprocket 80 to 86 teeth

28. RESERVED

29. CLASS 125 SUPERKARTS AND 125 GRAND PRIX SPECIFICATIONS

These regulations are in addition to those stated under Section J23 Karting Specifications General or others stated elsewhere in the Karting articles affecting this class. Minimum mass of kart complete in racing trim including driver, helmet and all protective clothing, at any moment of the race, is as follows:-

TM K9	-	185Kgs
TM K9B	-	195Kgs
TM K9C	-	195Kgs
TM KZ10	-	195Kgs
TM KZ10 ES	-	195Kgs

TM KZ 10 C - 195Kgs
IAME X30 - 180Kgs

Regions wishing to stipulate minimum weights different to those stated above may do so in their regional championship/club/event regulations.

REFER MSA 125GP Specification Sheet available on the MSA web-site for this class.

IAME Technical Regulations available on the MSA website.

a) **CHASSIS**

As per Article 34F

30. Reserved

31. ROTAX MAX CLASSES

These regulations are in addition to those stated under section J 23 Karting Specifications General or others stated elsewhere in the Karting articles affecting these classes.

i) Minimum mass of kart, as raced including driver, helmet and protective clothing:

- 105kg MAXTERINO
- 125kg MINI MAX
- 145kg JUNIOR MAX
- 160kg ROTAX MAX CHALLENGE (RMC)
- 176kg ROTAX DD2 and DD2 Masters

The maximum weight for a kart and ballast only, as raced, may not exceed 100kg for Mini Max and 110kgs for Junior Max.

ii) Regions/Clubs may supplement these classes with 100cc karts capable of similar lap times where appropriate. When combining classes, speed differentials and the ages of the competitors involved must be the overriding determining factors, so as not to compromise safety.

iii) Depending on the size of the fields MAX classes may run together in the same race but score separately as per the internationally accepted combinations.

A. CHASSIS:-

Is as per Article 34F.

No front brakes are allowed. Maximum axle diameter: 50mm.

B. ENGINES

ROTAX FR125 Junior MAX	MICRO MAX MINI MAX JUNIOR MAX
ROTAX FR125 MAX	ROTAX MAX CHALLENGE ROTAX
FR125 DD2 MAX	ROTAX DD2 & Masters

ENGINES, CLUTCH, IGNITION, CARBURETTOR, INTAKE SILENCER, EXHAUST PIPE

FR125 MAX engines are not to be modified in any way – see ‘Technical Specification of ROTAX engine type FR 125 MAX’. Each engine is delivered with its own engine passport and shall be sealed by an accredited Rotax Max Service Centre before being allowed to race. Only ‘Authorized ROTAX Distributors’ and ‘Authorized ROTAX Service Centre’s are allowed to seal engines after carefully checking the engine according to the ‘Technical Specification for the ROTAX FR 125 MAX engine’, which can be found on the homepage www.maxchallenge-rotax.com. Changes made on the website-published specifications after 01 January of any year must receive the prior approval of the MSA Karting Commission before being permitted locally.

For **all** events, special ROTAX seals (black anodized aluminum seal with “ROTAX” logo and a 6 digit number and barcode) with a steel cable must be used. At scrutineering the driver has to present the engine with undamaged seal and the engine passport, showing the matching engine serial number, stamp and signature of the company, which sealed the engine. NB: Only engines sealed by the authorized distributor for ROTAX in Southern Africa or their appointed Authorized Service Centres may be used at all events.

CARBURETTORS must conform to the ‘Technical Specification of ROTAX engine type FR 125 MAX which can be found on the homepage www.maxchallenge-rotax.com and on www.kart.co.za. **Engines must have original ROTAX exhaust manifold restrictors fitted at all times.**

The only spark plugs permitted are: Denso IW

CLUTCH

The centrifugal clutch for the 125 Junior Max and 125 Max engines has been designed as a dry clutch. As such, the clutch must be dry and free of any lubricant, grease, etc. The presence of any grease/oil that may promote slipping of the clutch will render the competitor concerned liable for exclusion.

The onus is on the competitor to ensure that the clutch and the inside of the drum are free of grease/oil at all times during an event. To prevent the accidental ingress of grease/oil from the pinion bearing, competitors are advised to fit the new needle cage and O-ring referred to in the Technical Specification of ROTAX engine type FR 125 MAX

C. **GENERAL**

Water temperature gauges may be used.

32. **RESERVED**

33. **HOMOLOGATION**

Homologation is the identification of equipment or materials used for the purpose of competition in kart racing. It is an official certification made by MSA that a chassis or engine or type of specifically designed equipment has been made and is freely available in sufficient numbers to justify being sanctioned for racing in one or more class. Classes are classified either restricted (where only one or two make/models of engine and/or chassis are permitted) or unrestricted. Where classes are restricted to one or two chassis or engine makes/models or one make/compound of tyre, MSA may impose a maximum retail selling price for this equipment (including spares) based on the prices, increases and exchange rates submitted by accredited dealers when making application for homologation of this equipment.

A. **CHASSIS AND ENGINES**

Applications for homologation of engines, chassis, etc. to be used in any class, regardless of the status of that class will only be accepted from MSA-accredited importers and karting dealers, Refer Art. 34 (see regulation for privateers "C" below). There is no predetermined expiry date for the homologation of the various engines. The MSA Karting Commission shall be entitled to terminate the existing homologation of any engine or chassis with a minimum of one calendar year's advance notice to competitors. The MSA Karting Commission shall have the right to invite new applications for engine and chassis homologation at any time. Each homologation period is valid for a three year period unless otherwise specifically stated. Chassis identification for homologation purposes is by either its CIK homologation document or under a similar MSA homologation document number where no CIK document existed at the time of original MSA homologation. NOTE: Applications for the homologation period will only be considered for chassis having CIK homologation or locally manufactured chassis/brands to be homologated through MSA, or another ASN in the case of chassis for use by competitors under the age of 13 or having Rotax approval in the case of the DD2 class.

Once an engine has been homologated for a class then any changes during that homologation period, be they upgrades or replacements are only allowed, provided they fit into the norms and standards for that class and provided they conform to any new International Technical Specifications issued by the manufacturer. A notice period of 90 days may be given to competitors before implementation. Single engine classes must remain exactly that – one engine make formulas. The standard 3 year homologation cycle continues in all other regards.

HOMOLOGATION OF LOCALLY MANUFACTURED CHASSIS

The following requirements must be met:

- Produce 10 identical complete chassis of the same model, plus 5 complete chassis for Spares.
- Brake system to be CIK approved
- Bodywork must be CIK approved
- All chassis models to have specification drawings as per CIK regulations
- Any changes in design during the homologation period must be within CIK permitted rules
- All chassis must be clearly marked with a homologation plate that conforms to the CIK rules
- One sample of the tubing must be sealed and retained by MSA for the duration of the homologation period
- All rims to be CIK approved

B. **HOMOLOGATION PROCEDURE**

i) Engines:-

- g) Applications for extensions / renewal of homologations for engines must be made no later than 31st May of the year proceeding each new homologation period. All applications to be made in writing to MSA Karting Commission whose Homologation and/or Technical Committee will vet and process these applications and submit their recommendations to the MSA Karting Commission for their endorsement at their mid- year commission meeting of the same year. Their decision will be final. Where homologation applications are refused, the applicable application fee will be refunded. Renewal fees:-For extension of an existing homologation for an engine make/model for all classes, the fee is R3000.00 (excl. VAT) per make/model per class payable on application. No inspection is required.
- h) For new engine makes/models not presently homologated for any class a fee of R3000.00 (excl. VAT) per model per class payable on application and must be submitted for consideration by no later than the 31st of March of the year preceding the intended implementation date. Final approval of homologation will normally only be granted subject to the inspection of 5 units plus adequate spares and the payment of any inspection costs.

ii) Chassis:-

A three (3) year moratorium on new chassis brands is in place until the 31st December 2019. No new chassis brands will be homologated for use before the 1st of January 2020.

- b) For extensions/renewals of CIK/locally/other ASN homologated models of an existing homologated chassis brand for all classes, the fee is R5800.00 (excl. VAT) per brand. No inspection is required. MSA reserves the right to extend the homologation of any specific model (CIK or non-CIK) chassis previously homologated, in the absence of an application from an accredited dealer.
- c) Subject to the 3 year moratorium, chassis brands not presently homologated (New Applications) only CIK/locally homologated models permitted. Applications may be received at any time, but not later than the 31st of August of the year proceeding the year from which the chassis is intended for use and must include a letter of appointment by the chassis manufacturer as the South African distributor. The application fee is R5850.00 (excl. VAT) per brand is payable on application. Final approval of homologation will only be granted subject to the inspection of 25 complete CIK homologated chassis and the payment of an inspection fee of R5850.00 (excl. VAT) plus any inspection costs. Final approval, after inspection will attract an approval fee of R5850.00 (plus vat) per brand. Successful applications must have received final approval after inspection by no later than the 31 March of the following year. Failure to have final approval by that date will automatically cancel the application.

Once homologation of the brand is finally approved following the inspection of the 25 CIK units, the applicant may homologate the same brand Mini and or Rotax DD2 chassis, subject only to inspection fees and any related costs, provided same is approve by another ASN or Rotax in the case of the DD2 chassis.

Cadet, Micro, Maxterino and Mini Classes For new chassis (Subject to the 3 year moratorium 2017 to 31/12/2019) and engines not presently homologated for the Cadet, Micro, Maxterino or Mini Classes In such cases, one example of an engine or chassis must be submitted for inspection together with a list of retail prices plus increases for the period of homologation for the complete engine or chassis as well as all spare parts. In addition, all technical specifications and drawings must be submitted. If acceptance of the application is granted, final homologation will only be granted once a total of 15 engine units plus adequate spares have been made available for inspection (including the original). The fee is R3000.00 (excl. VAT) plus inspection costs upon inspection for engines. For chassis, the brand of the CIK homologated chassis must be homologated before these classes can be homologated. refer Art. 34 ii b) 8

iii) Summary of Homologation fees, per three (3) year cycle or portion thereof.

Tyres:-

Homologation Application Fees:	R3000.00 plus vat per brand and compound
Homologation Testing Fees:	R3000.00 plus vat per brand and compound
Homologation Approval Fee:	R3000.00 plus vat per brand/compound plus R3000.00 plus vat per class.
Homologation Renewal Fees:	R3000.00 plus vat per class.

Engines:-

Homologation Application Fee:	R3000.00 plus vat
Homologation Inspection Fee:	R3000.00 plus vat, per make / model, plus expenses
Homologation Approval Fee:	R3000.00 plus vat per class
Homologation Renewal Fee:	R3000.00 plus vat per class

Chassis:-

Homologation Application	R5800.00 plus vat per brand
Homologation Inspection	R5800.00 plus vat per brand, plus inspection costs
Homologation Approval	R5800.00 plus vat, per brand
Homologation Renewal	R5800.00 plus vat, per brand

HOMOLOGATION FOR PRIVATEERS

In the event of no accredited dealer making an application to extend the homologation of an engine/or chassis homologated for the previous period nor MSA extending its homologation, an application may be made by a competitor, provided the owner can satisfy MSA Karting Commission that the chassis or engine was in South Africa prior to the expiry date of the previous homologation period. In these circumstances the authorization of homologation is restricted to that particular numbered chassis/engine of the named owner. In such instances a fee will not be levied. Chassis or engines homologated by privateers for preceding homologation periods in terms of previous regulations may be extended as well in terms of these regulations.

TYRES

The homologation period for racing kart tyres is 3 (three) years and MSA accredited dealers are

invited to offer suitable make/compound of slick and wet weather tyres (to be the same make) for each racing class. Where the tyre being offered is of a different make/compound to the one presently being used by such class, two complete sets are to be supplied free of charge for evaluation purposes. The intended retail-selling price plus increases applicable for the homologation period are to be submitted. The current homologation period ends 31st December 2017. The application procedure and dates will be the same as applies for engines or chassis (see Art. 34 B). The homologation application fee is R3000.00 (excl. VAT) per make/compound, plus testing fees and approval fees per class.

GENERAL

The MSA Karting Commission reserves the right at any particular time to homologate kart racing equipment and wearing apparel outside of what is specified in these regulations. In such instances, MSA Karting Commission will, at the time, determine the homologation fee, inspection costs and the period of homologation. MSA Karting Commission reserves the right, without obligation to any accredited dealer or individual MSA licence holder, to determine, modify or extend any homologation period at any time by notification in writing to that effect, as from the date stated in the said notification. Furthermore, the MSA Karting Commission is not bound to assign any reason whatsoever for any decisions in connection with homologation of racing kart equipment and wearing apparel.

C. HOMOLOGATED CHASSIS BRANDS FROM 01/01/2016 UNTIL 31/12/2018.

Chassis for use in the Cadets, Micro Rok, Micro Max, Mini Rok, Maxterino and Mini Max classes must be homologated by an ASN elsewhere in the world or MSA.

Chassis for Junior Rok, Junior Max, Senior Rok, Senior Max and the 125GP and Superkart classes must be CIK homologated. Chassis for use in the DD2 class must be homologated for use by ROTAX

The following are the only chassis brands approved for use for the period 1 January 2016 to the 31 December 2018

<u>50cc Cadet Class</u>	<u>Micro Rok, Micro Max, Mini Rok, Mini Max & Maxterino</u>	<u>125cc CIK Homologated Chassis</u>	<u>DD2 Class</u>
	Birel & Birel Art	Birel & Birel Art	Birel & Birel Art
	CRG	CRG	CRG
	Energy Kart	Energy Kart	Energy Kart
	FA (Fernando Alonso)	FA (Fernando Alonso)	FA (Fernando Alonso)
	Formula K	Formula K	Formula K
	Haase	Haase	Haase
	Intrepid	Intrepid	Intrepid
	Kosmic	Kosmic	Kosmic
	Praga	Praga	Praga
	Riccardo	Riccardo	Riccardo
	Tony Kart	Tony Kart	Tony Kart
Top Kart	Top Kart	Top Kart	Top Kart
	Zanardi	Zanardi	Zanardi

Chassis which do not appear on the above list will NOT be permitted to participate in any club, regional or national event, unless privately homologated in terms of Art. 34C

D. HOMOLOGATED ENGINES FOR 2017 – 2019

Engines which do not appear on the below list will NOT be permitted to participate in any club, regional or national event until homologated.

i) Class Cadet

Comer Model C50 engine in accordance with Art. 24 of these regulations and comply with the current MSA Karting Commission Specification Sheet.

ii) Class MICRO ROK & MINI ROK - As per the technical information which can be found on MSA website www.motorsport.co.za

iii) Class MAXTERINO

MAXTERINO engine in accordance with Art.27 of these regulations and comply with the current MSA Karting Commission Specification Sheet which is also available on www.kart.co.za

- iv) **Classes SENIOR ROK and JUNIOR ROK**
SENIOR ROK: Vortex Senior Rok 125cc complying with ROK Technical Specifications JUNIOR ROK: Vortex ROK 125cc with power-reducing exhaust.
As per the technical information which can be found on the MSA website www.motorsport.co.za
- v) **Class 125 Grand Prix and SuperKarts.**
For class 125GP, TM Racing model K9 and KZ10 KZ 10 C engines in accordance with Art.29 of these regulations and complying with the current MSA Karting Commission Specification Sheet which can be found on www.motorsport.co.za. For the Superkart class the lame X30 and TM engines are permitted.
- vi) **Classes ROTAX MICRO MAX, JUNIOR & MINI MAX**
ROTAX FR125 Junior MAX complying with the Rotax Technical Specifications.
- vii) **Classes ROTAX MAX Challenge**
ROTAX FR125 MAX complying with the Rotax Technical Specifications.
- viii) **Class ROTAX DD2 /Masters**
ROTAX 125 MAX DD2 complying with the Rotax Technical Specifications.

E. PROCEDURES TO INTRODUCE A NEW CLASS

An accredited importer wishing to have a new class considered must:-

- i) Obtain a letter from a club (s) confirming that said club (s) are willing to have the proposed new class demonstrated.
- ii) The importer will own 5 units, which units may only be demonstrated and may not be sold.
- iii) Once demonstrations at Club (s) is successful and after receipt of competitor feedback and snags list (if any) and a survey of competitors and clubs has been completed, with not less than three clubs in two regions supporting same, then:-
- iv) The importer may apply for homologation of the class for use at club level only; once this has been approved the importer may proceed to sell engines.
- v) Competitors buying into this class (s) must sign a disclaimer that MSA is not under any obligation to elevate said class(s) beyond club status, nor responsible for the success or lack thereof even at club level.
- vi) Based on interest and volume a regional committee may consider regional status after two (2) completed and successful years at club level.
- v) The standard three (3) year homologation renewal cycle will apply thereafter.

34. ACCREDITED IMPORTERS

- i) A register of accredited karting equipment importers will be kept by MSA Karting Commission.
- ii) By applying for registration, importers will undertake that all new equipment sold will comply with MSA Karting regulations in respect thereof and that all goods will be available within any price limit stipulated in MSA Karting regulations, MSA circulars or confirmed letters of agreement in respect of chassis, engines and tyres for restricted classes (see Art. 34). This clause does not diminish the responsibility and ultimate accountability of the entrant/competitor to ensure that this equipment complies with the relevant rules, regulations and technical specifications.
- iii) Failure to respect the undertaking in (ii) above will result in the importer concerned being liable for the warranty replacement of parts and labour. In the event of repeated failure on the part of the dealer to respect this clause, accreditation may be withdrawn.
- iv) An annual renewal fee of R3000.00 (excl. VAT) is payable on application for renewal.
- v) Upon registration the MSA Karting Commission will:
 - a. Publish the names of accredited importers and local manufacturers of homologated equipment in the annual MSA Karting Handbook.
 - b. Provide a copy of the MSA Handbook.
 - c. Ensure all dealers are on the MSA mailing list, which will include receiving information circulars, which are issued from time to time by the CIK.
 - d. Extend invitations to any consultative meeting held by MSA Karting Commission as may be deemed necessary.
 - e. Ensure free access to kart circuits by means of an MSA Accreditation Card.

SA ACCREDITED KART IMPORTERS

KARTING IMPORTERS LIST

COMPANY	ADDRESS	CONTACT NO'S
<p>ED MURRAY RACING CC Southern African Distributor of: ROTAX Kart Racing products, Mojo tyres Maxterino 60cc, Top Kart Chassis, 50cc Comer engines, CRG and quality karting accessories.</p>	<p>Zwartkops International Kart Raceway R55, Pretoria West P.O. Box 70725 The Willows, 0041</p>	<p>Tel: (012) 384 2303 Cell: 082 294 7485 Fax: (086) 509 4670 Email: info@kart.co.za Website: www.kart.co.za</p>
<p>EMR Kartsport (Pty) Ltd Authorised ROTAX Service Centre. Mojo tyres, Maxterino engines and spares for CRG and other brands of chassis. Storage, setup and repairs.</p>	<p>Killarney Raceway Potsdam Road Cape Town PO Box 70725 The Willows 0041</p>	<p>Tel: (021) 556 1347 Cell: 086 662 1177 Email: info@kartsport.co.za Web: www.kartsport.co.za</p>
<p>ENERGY CORSE RACING KARTS Official importers of Energy Racing Karts, Accessories and race wear, located in the Eastern Cape with Partners Nationally. International partnerships and services: Helmet Spray Artists: Lucky Design, Online Driver profiles: Helmets: Stilo, Sparco, Arai & Bell Race wear and accessories : OMP and Energy; Engines: Vortex, Rotax, lame, Comer, TM; Trailers: Manufactured to your requirement; Trolleys: Energy SRL; Timing systems: UNIPRO, AIM;</p>	<p>97 Butterfield Rd Theescombe Port Elizabeth EASTERN CAPE (HQ) PO Box 31 Arcon Park Vereenigeng GAUTENG</p>	<p>Please call for an appointment! Tel: (082) 372 3800 Fax: (086) 517 3301 Email: info@energycorse.co.za Website: www.energycorse.co.za</p>
<p>GP 125 TM Importers (PTY) LTD Official TM Kart Racing Products Importer to South Africa</p>	<p>Units 4 & 5 32 Golden Drive Morehill BENONI Box 14896 Farrarmere 1518</p>	<p>Tel: 011 849 1565 Cell: 0825703233 Fax: 011 425 1670 mike@glubeoils.co.za miguel@pmdtransport.co.za laurance@mwrs.co.za Paul@pmdtransport.co.za keithpalm@vodamail.co.za</p>
<p>GWR Gear Rebuilding Centre (Pty) Ltd t/a CR1067 VORTEX ROK: Importers, Distributors and Promoters of Vortex Rok engine products and spares; Micro Rok, Mini Rok, Junior Rok and Senior Rok engines.</p>	<p>No 6, 3rd Avenue, Springfield: Johannesburg 2023</p>	<p>Garry & Connor Rogers Tel 011 683 7825 Fax 011 683 8007 Email garry@cr67.co.za Mobile 082 351 1638 (Garry) Mobile 083 577 7357 (Connor)</p>
<p>IKART PRAGA Importers and suppliers of PRAGA karts and spare parts</p>	<p>10 Bukhara Place Roshnee Vereeniging</p>	<p>Shaheen Goolam 083 232 3677 Email: iracepraga@gmail.com</p>

<p>KART KING SA <i>Southern Africa distributor of:</i> TONY KART and OKT Birel ART</p>	<p>Coconut Grove, Shakas Industrial Park, Ballito 4390 PO Box 42177 Darnall: 4480</p>	<p>Cell: 083 225 7527 Fax: 086 632 8678 Email: jhabig@iafrica.com</p>
<p>KORRIDAS Importers of HAASE Chassis</p>	<p>PO Box 75189 Garden View 2047</p>	<p>Cell: 083 406 9356 Fax: 086 602 6379 Email: Paulo.dos.santos@oracle.com korridassouthafrica@gmail.co.za</p>
<p>Race Art (Pty) Ltd Importers and Distributors of GOLD KART chassis and parts, Koden helmets, Adidas Motorsport apparel & RA accessories. Storage, setup and repairs F400 series promoters. Specialized driver training. Rent to own leasing agreements.</p>	<p>26 Campbell Road Cnr Cedar Road Fourways Johannesburg 2191</p>	<p>Tel: 083 845 3379 (Bevan Williams) Tel: 076 527 4742 (Kyle Lawrence) Email: info@ragroup.co.za Website: www.ragroup.co.za Website: www.raceartsa.co.za</p>
<p>RALPH ODENDAAL RACING t/a Intrepid South Africa Importers of Intrepid Chassis, Engine Hire and accredited Rotax and Maxterino service centre. Track side assistance and driver training. Kart storage & suppliers of race apparel</p>	<p>38 Beare Drive Padfield Park Pinetown 3610</p>	<p>Tel: (031) 702 2353 Cell: 076 817 5287 Email: intrepidkart@polka.co.za</p>
<p>RKT Importers and Distributors of OTK Products in South Africa. Distributors of: MIR, FreeM, Unipro, Tillett. Visit www.rkt.co.za or contact us on 016 421 4274.</p>	<p>PO Box 1854 Vereeniging 1930</p>	<p>Tel: (016) 421 3870 Cell: 082 307 2924 Fax: (016) 421 2509 Email: Etienne@rkt.co.za Website: www.rkt.co.za</p>
<p>RICCIARDO KART SA Importers & Distributors of Ricciardo Karts & spare parts for Rotax DD2, Max and Mini Max. Suppliers of Freeline kart parts and Sinter brake pads for most makes of karts.</p>	<p>69 O'REILLY MERRY STREET RYNFIELD BENONI 1518</p>	<p>TEL; 011 849 8495 ATT NEIL SMITH 0828862444 www.ricciardokart.co.za facebook; @ricciardokartsa email; sales@ricciardokart.co.za</p>