



2021

MSA STANDING SUPPLEMENTARY REGULATIONS

NATIONAL KARTING OKJ CLASS CHAMPIONSHIP



Version 1

11 February 2021

Ref: 162437

REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the amendments, date applicable and a short summary of amendments.

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date Publication</i> <i>of</i>	<i>Clarifications</i>

Category Specific Regulations – OKJ (162184)

Contents

- 1 General**
- 2 Definitions**
- 3 Chassis**
- 4 Engine**
- 5 Running of the National Competition**

1. **General**

1.1 These Regulations are to serve as guidance in regards to technical compliance of the competition equipment used for participation and the running of the particular competition.

2. **Definitions**

2.1 Chassis – complete kart as supplied from the registered importer excluding the engine.

2.2 Engine – complete power unit as supplied by the importer including exhaust, carburettor and airbox.

2.3 Vortex SA – Registered Importer of Vortex engines or appointed representative in the event SR's.

3. **Chassis**

3.1 **Only chassis permitted As per MSA Karting Handbook section 23.1 and 25 section vi**

3.2 **Chassis is to be raced as per CIK Regulations**

3.3 **Axles**

3.3.1 Axle diameter are not allowed to be changed - External diameter of 50mm

3.3.2 Minimum axle wall thickness = 2mm – As per CIK regulations

3.3.3 Maximum rear width including rims and tires fitted = 140 cm

3.4 **Rims**

3.4.1 The permitted width of rims shall be:

3.4.1.1 Front Maximum 13.5 cm

3.4.1.2 Rear Maximum 21.5 cm

3.5 **Tires**

3.5.1 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 for removal of access rubber.

3.5.2 The organizers 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.

3.5.3 One set of New tyres to be used from Timed Qualifying Practice until the last and final heat of the competition.

3.5.4 In the case of the race being declared a wet race the competitor is entitled to used 1 set of Wet tyres that has been scanned by the Organizers. Tyres may be used or new.

3.6 **Sprockets**

3.6.1 Front sprockets = fixed as supplied

3.6.2 Rear sprockets:

Vereeniging = T 76, T 77, T 78

Zwartkops = T 77, T 78, T 79

Cape Town = T 73, T 74, T 75

Port Elizabeth = T78, T79, T80

Idube = T 77, T 78, T 79

4. Engine

- 4.1 For all competitions competitors will use a Vortex DDJ engine but it needs to be sealed by Vortex SA.
- 4.2 No type or form of modifications/adjustments is allowed to the engine or any other parts. This include fuel supply, carburettor, ignition etc.
- 4.3 Only adjustment that can be made is on the air/fuel mixture screw on the carburettor.
- 4.4 Only engines sealed with a Vortex SA seal is permitted in any Rok competition.
- 4.5 No break allowed in fuel line between tank to fuel pump and pump to carburettor other than for the fitting of a fuel filter.
- 4.6 No exhaust or cylinder temperature measuring devices allowed to be used during competition. Water temperature sensor is compulsory during National/Regional competition.
- 4.7 Spark Plug: NGK B10EG spark plug must be used, unless a circular issued by MSA advises otherwise.

5. Running of the National Competition

- 5.1 Each event will comprise Official Practice, Qualifying Practice and 3 race heats.
- 5.2 National events will have minimum 5 official practice sessions.
- 5.3 Qualifying will be a 10 min timed session.
- 5.4 Amount of laps for racing will be as per race programme.