



2021

Club Standing Supplementary Regulations

AKC Karting Technical Regulations



Version 1

1 January 2021

Ref: 162446/144

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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1. GENERAL

- 1.1 For the Club Championships, the Chassis and Equipment will be as per the Relevant 2021 MSA Rok or Rotax Karting Homologations / Technical Regulations.
- 1.2 where older equipment is used in the clubman classes, and if there is no reference from the relevant 2021 Rok or Rotax Technical Regulations, the AKMC technical committee will make the final ruling.
- 1.3 Many of the Technical requirements below may fall into this category where a decision may be sought from the AKMC Technical Committee.
- 1.4 Non Gearbox Pre – Junior, Junior - and Non Gearbox Senior classes
125 Gearbox Shifter Class
 - Any current or previously homologated chassis is allowed.
 - Pre-Junior Class Maximum of 95cm chassis.
 - Chassis tubing : round tubing only.
 - Maximum diameter of rear axle = 50 mm, minimum wall thickness according to CIK-FIA rules.
 - Any brake system must have a valid CIK-FIA homologation, alternatively it must be approved by the AKC Executive Technical Committee.
 - Front brakes are not allowed in the 125 Junior or Senior Clubmans classes as per the relevant 2021 Rok & Rotax Sporting Regulations class specific.
 - Front brakes are compulsory in the 125 Shifter Class.

2. BODYWORK:

- 2.1 Bodywork as per the Relevant 2021 MSA National Karting Regulations or in accordance with the homologation of the particular chassis being used.
- 2.2 Plastic bumpers as per 2021 MSA National Karting Regulations or as approved by the Technical Committee on the grounds of safety.

3. TYRES:

- 3.1 Pre-Junior Clubman's
Front: 4.0 x 10.0 – 5
Rear: 5.0 x 11.0 – 5
- 3.2 Tyres as agreed by the relevant 2021 Rok & Rotax Sporting Regulations.
- 3.3 For older non-Homologated equipment in the Clubmans Classes, the AKMC Technical Committee in consultation with the Class Reps decision will be final.
- 3.4 Dry (slick) tyres must be as per relevant 2021 Rok & Rotax Sporting Regulations homologated tyres.
Front: 4.5 x 10.0 - 5
Rear: 7.1 x 11.0 - 5

3.5 Wet tyres: Any current / previous homologated tyres
Front: 4.0 x 10.0 - 5
Rear: 6.0 x 11.0 – 5

3.6 Strictly no modifications or tyre treatment allowed.

4. DATA ACQUISITION:

Any system, with or without a memory, may permit only the reading/recording of:

- the engine revs (by induction on the sparkplug HT cable),
- two indications of temperature,
- the speed of one wheel,
- an X/Y acceleration,
- lap times and position (via GPS system)

5. COMPOSITE MATERIALS:

Composite materials (carbon fibre etc.) are banned except for the seat, floor tray and chain guard. Alloys from different metals/substances are not considered as composite materials (for example brake disks)

6. PETROL / OIL:

6.1 Petrol - Unleaded commercial quality from petrol station, maximum 95 octane.

6.2 Oil - Any commercially available Two Stroke oil.

7. ENGINES:

7.1 Bambino, Kid Rok, 60cc, 125 Micro and Mini & DD2 Classes

As per Relevant 2021 Rok & Rotax Sporting Regulations.

7.2 Non Gearbox Junior - and Non Gearbox Senior CLUBMANS classes

- a) Any Homologated or previously homologated TAG or 100cc Engines.
- b) Engines to comply with the relevant 2021 MSA Rok or Rotax Technical Regulations for each specific Class Engine used or to be approved by the Technical Committee.
- c) Carburetion as per relevant 2021 Rok and Rotax Regulations for engine used or previously homologated. Any changes from the above must be approved by the Technical Committee.

7.3 125 Gearbox Shifter Class

Any Homologated or previously homologated 125 Shifter Engines. – To be approved by the Technical Committee.

8. SPECIFICATION CHANGES:

The AKMC Executive Committee reserves the right to amend these Regulations and to appoint a Technical Representative or a Technical Committee. Any changes to the Regulations will become effective once an Official AKC Circular or Bulletin has been issued by the AKC Committee.