



2021

**MSA STANDING SUPPLEMENTARY REGULATIONS**

**NATIONAL KARTING OKJ CLASS CHAMPIONSHIP**



Version 3

16 April 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 Clarifications</i>
3.6	Immediate effect	16.04.2021	Wording deleted
4.2	Immediate effect	16.04.2021	Wording deleted and added
4.6	Immediate effect	16.04.2021	Wording added
4.1	Immediate effect	15.04.2021	Wording deleted and added
4.2	Immediate effect	15.04.2021	Wording added
4.3	Immediate effect	15.04.2021	Wording deleted
4.4	Immediate effect	15.04.2021	Wording deleted and added
4.6 & 4.7	Immediate effect	15.04.2021	Wording deleted
4.8	Immediate effect	15.04.2021	Wording added

## **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 which must be sealed by the Technical Consultant and/or Scrutineer.

**Note: It is the responsibility of the competitor to ensure that the Technical Consultant/Scrutineer has sealed his/her engine before taking part in qualifying/heat/race**

- 4.2 No type or form of modifications/adjustments is allowed to the engine or any other parts except those detailed in article 1.8 4.6. This includes the fuel supply, carburettor, ignition, etc.
- 4.3 Only engines sealed with a Rok seal are permitted in any Rok competition.
- 4.4 No break allowed in fuel line between tank to fuel pump and pump to carburettor other than for the fitting of a fuel filter.
- 4.5 No exhaust or cylinder temperature measuring devices allowed to be used during competition.
- 4.6 **Engine Specifications:**

ITEM	SPECIFICATION
SPARK PLUG CAP	W420/2 (ROK) OR TB05EM (NGK)
SPARK PLUGS	NGK B9EG OR NGK B10EG
SQUISH	0.85mm Minimum
CC'S CYLINDER HEAD ONLY	14.0cc Minimum
HEAD GASKET	As Required
SHIMS	As Required
EXHAUST PORT DURATION	171° Maximum <b>measured with a 5mm wide ROK feeler gauge</b>
TRANSFER PORTS	No Grinding Allowed
INLET SYSTEM	As per CIK Specification
IGNITION TIMING	Free
EXHAUST MANIFOLD	As per CIK Specification
CARBURETTOR	Dellorto VHST24BS
MAIN JET - HOLDER	Dellorto 18.0 ± 0.1
EMULSION TUBE	Dellorto AQ270 - 2.70MM ± 0.2
NEEDLE	Dellorto D55 - As per Needle Chart
NEEDLE CLIP POSITION	Free
NEEDLE AND SEAT	Dellorto 270 - NO GO Gauge - 2.71mm
CHOKE JET	Dellorto 60 - GO 0.60mm / NO GO 0.62mm
PILOT JET (IDLE JET)	Dellorto U43 Through Holes - GO 0.42mm / NO GO 0.44mm Jet Size - GO 0.98mm / NO GO 1.01mm
SLIDE	Dellorto 50
FLOATS	Dellorto 4.0 grams
SPROCKETS REAR	Free
ENGINE SPROCKET	12 Tooth
ALL OTHER SPECIFICATIONS	As per CIK-FIA Homologation Form

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 a minimum of 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.