



# **MOTORSPORT SOUTH AFRICA**

Association incorporated under section 21  
Reg. No. 1995/05605/08

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## **SUMMARY OF THE MOST IMPORTANT DECISIONS MADE BY THE MSA KARTING COMMISSION AT ITS MEETING HELD ON 20/21 JANUARY 2006**

1. The following was decided in respect of the national championship format for 2006:
  - Circuits to comply with all safety/facility requirements 7 weeks prior to a scheduled event.
  - Circuits to be closed from the Wednesday night two weeks prior to the event.
  - All events will take place on Thursday, Friday and Saturday with the possible exception of the Cape Town Easter weekend event, which may take place on Friday, Saturday and Sunday (subject to confirmation from the circuit owners).
  - 3 races per event (minimum distances as per the regulations).
  - Practice may not start earlier than 12 noon on the Thursday of the event (or possibly the Friday in Cape Town).
  - Any two races will be dropped for championship scoring purposes.
  - 15 minute qualifying session for each class on the Friday (or possibly Saturday in Cape Town).
  - Warm-ups and racing only on the Saturday (or possibly Sunday in Cape Town).
  - Qualifying session determines grids for Race 1.
  - Grid for Race 2 according to fastest lap times in Race 1 (except for Junior Max and Max Challenge classes, where grid positions will be based on the finishing order 'on the road' for Race 1).
  - Grid for Race 3 according to fastest lap times in Race 2 (except for Junior Max and Max Challenge classes, where grid positions will be based on the finishing order 'on the road' for Race 2).
  - Points to be scored on the same basis as 2005 (35, 32, 30, 29, etc.) with the proviso that non-finishers in a particular race will be awarded 2 points less than the last-placed finisher.
  - Organisers to make every effort to ensure that results are published by no later than 6.30pm on race day to allow prizegiving to commence no later than 7pm.
2. It was decided that the current homologation periods/deadlines would remain in force in respect of chassis (i.e. applications by end April 2006 for 2007 introduction) but the current homologation of all engines would be extended by one year in order for South African karting to be in a better position to follow international trends (i.e. applications by end April 2007 for 2008 introduction).

In respect of the chassis for the Junior GP class for 2007 onwards, the commission reiterated that the class will remain 'one make' and decided that preference will be given to applications providing for:

- A 'South African specification' that will remain unchanged for a period of at least 6 years (i.e. two homologation periods);
- Chassis to be made available from more than one supplier;
- Suppliers with a proven track record in karting.

3. It was decided that Mojo D1 dry weather tyres would be used for all Junior Max, Max Challenge and RM1 races in 2006, regardless of status.
4. It was decided that the regulations for local series that aim to qualify drivers to compete overseas would only be considered for approval where the series organisers are affiliated to MSA. Failure to comply will result in the regulations not being approved, thereby preventing the possibility of drivers qualifying via the intended series to compete overseas.