



MOTORSPORT SOUTH AFRICA

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

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MSA KARTING CIRCULAR 2/2007

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1. It is hereby confirmed that the permitted tyres per class of karting remain as published in the 2007 MSA Karting Regulations (the regulations). The list of permitted tyres applies to all MSA-sanctioned karting events (whether of club, regional or national status), and the only body authorised to grant any deviations from the published list is the MSA Karting Commission.
2. With reference to Section K Art. 24 of the regulations, it is confirmed that the Comer W60 engine used in the Junior GP class may (at the discretion of the region concerned) also be used, in restricted form, in the Cadet class. The required restriction shall be via the use of a head gasket with a minimum internal diameter of 47mm and a minimum thickness of 4mm. Where the restricted W60 engine is used, only the old-type Comer S60 box exhaust may be used. Again where the restricted W60 engine is used, the minimum weight for kart and driver increases to 75kg.
3. The maximum permitted weight for kart and ballast in the Mini Max class - refer Section K Article 33 (i) of the regulations – is hereby amended with immediate effect to **105kg** (previously 100kg).
4. It is placed on record that, **for 2008**, the maximum permitted weight of kart and ballast in the Junior Rok class will be reduced to 105kg (currently 110kg).
5. In respect of homologations, the MSA Karting Commission has decided the following:
 - The existing **engine** homologation period – refer Article 34 A of the regulations - will be extended for a further year, **until end December 2008**. Engine applications for the homologation period starting in 2009 will therefore need to be submitted during 2008.
 - The deadline for submission of tyre homologation applications for the 2008/9 homologation period will be extended to **31 July 2007**.

ADRIAN SCHOLTZ
MANAGER – SPORTING SERVICES

08th February 2007