



# MOTORSPORT SOUTH AFRICA

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

First Floor, 108 Monza Close, Kyalami Park, Midrand. P.O. Box 11499 Vorna Valley, 1686, South Africa  
Telephone: (011) 466-2440. Fax: (011) 466-2450. Website: www.motorsport.co.za. E-mail: adrian@motorsportsa.co.za

**MSA KARTING CIRCULAR 1/2009**

152025/144

## KARTING RULE CHANGES FOR 2009

This circular serves to document the changes to the 2008 MSA Karting Regulations that will apply for 2009:

### Section B Article 15

- Delete the whole of clause (iii) (p), i.e. the reference to the KF 3 class.

### Section E Article 18

- It is clarified that the normal standing supplementary regulations applicable to circuit racing shall be applied in respect of the procedures to be followed for wet races.

### Section F Article 19

- Delete the reference to the KF3 class in (i) a)
- Amend the first sentence of clause (i) b) to read as follows:  
*"For Series 1, a minimum of 10 starters per event shall be required per class for a national champion to be declared in the particular class."*
- Amend clause (ii) c) to read as follows:  
*"All events will take place over two and a half days, starting at 12h00 on Thursday and finishing on Saturday afternoon."*
- Amend clause (ii) d) to read as follows:  
*"Practice shall take place on the Thursday afternoon and Friday of each event."*
- Amend clause (ii) e) to read as follows:  
*"There shall be a 10-minute qualifying session for each class on the Saturday of each event."*
- Amend clause (ii) e) to read as follows:  
*"Racing (3 heats per class) shall take place on the Saturday of each event."*
- Add the following wording under clause (x):  
*"Where a circuit has provision for a demarcated area for repairs to karts which does not require karts to cross the scale, competitors may make use of this area for repairs without the necessity of first crossing the scale. The location of the said demarcated area must be made known to competitors in advance and karts entering this area for repairs must come to a complete standstill before departing from the area."*
- Amend clause (xiii) to read as follows:  
*"Where the SR's for an event specify the fuel to be used no other fuel may be used for the event in question. Only commercially available brands and types of 2-stroke lubricating oil are permitted to be used, and these may not be tampered with in any way. The organisers reserve the right to undertake random fuel control. The MSA Karting Commission will nominate a minimum of three different oils prior to each event. The oils so nominated will be listed in the SR's for the event concerned and they are the only oils that will be used for fuel/oil changes ordered by the organisers."*

### **Section J Article 23**

- Amend Clause 23.2 (b) to read as follows:

*“Except where permitted to the contrary as per the below notes, the following are the only makes, sizes and compounds of tyres permitted in all MSA-sanctioned karting events (regardless of status) and the only body permitted to grant any deviations from the published list is the MSA Karting Commission.*

<b>CLASS</b>	<b>MAKE</b>	<b>COMPOUND</b>	<b>SIZE</b>
<b>Dry weather tyres</b> <i>Cadet / Junior GP</i>	<i>Bridgestone</i>	<i>YJL Cadet</i>	<i>F 4.0 / 10.0 - 5</i> <i>R 5.0 / 11.00 - 5</i>
<i>All other classes</i>	<i>Bridgestone</i>	<i>YJB</i>	<i>F 4.5 / 10.0 - 5</i> <i>R 7.1 / 11.0 - 5</i>
<b>Wet weather tyres</b> <i>All classes</i>	<i>Bridgestone</i>	<i>YKP CIK WET</i>	<i>F 4.5 / 10.0 - 5</i> <i>R 6.0 / 11.0 - 5</i>

#### **Notes:**

- In the Cadet and Junior GP classes, the previously-specified Maxxis Rookie tyres may continue to be used in club events.*
  - For all classes, the previously-specified Maxxis WT4 wet weather tyres may continue to be used in club events.*
  - The previously-specified Bridgestone YGK tyre will be run out at the beginning of 2009, whereafter these classes will also swap to the YJB tyre.*
  - In the event of proven non-availability of the specified make and/or compound of tyre, MSA Karting Commission has the authority of MSA to replace the specified tyre with another make and/or compound and such change will be advised by means of the Supplementary Regulations for each event affected by such change. Force majeure and/or extraordinary circumstances (e.g. unavailability of a specified make or compound of tyre) will also allow MSA Karting Commission or the organisers to make changes to this regulation by issuing a final notice in this regard.”*
- Add the following to Clause 23.10:  
*“The exterior of exhausts may be polished.”*
  - Amend the opening paragraph of clause 23.16 to read as follows:  
*“For all classes except KF2 and Super Rok, the only fuel permitted to be used is freely and commercially available pump fuel as dispensed from commercial petrol pumps in South Africa. The KF2 and Super Rok classes may make use of 98 unleaded racing fuel (complying with the specifications published by MSA). However, in instances where 98 unleaded racing fuel is unobtainable, KF2 and Super Rok competitors shall be required to make use of normal pump fuel as is the requirement for all the other classes.”*

### **Section K Article 24 (Cadet class specifications)**

- Add a new sub-clause (g) under Section A ‘CHASSIS’:

*“g) Competitors running 60cc engines in the Cadet class may remove the 50cc engine mounting plates from their chassis and replace them with standard engine mountings as per the Junior GP chassis.”*

### **Section K Article 25 (Junior GP specifications)**

- Add the following under D ‘Carburettor’:

*“The boot that connects the airbox to the carburettor may be cut to accommodate the air sock spring.”*

### **Section K Article 32 (KF2 & KF3 specifications)**

- Delete all references to KF3 in this clause

**Section K Article 33 (Rotax Max classes)**

- Delete all of the following wording under B 'ENGINES':

*"Squish clearance shall be checked by means of solder ..... Where necessary, carbon build-up..... measured to re-check compliance."*

**Note:** The international Rotax Max technical regulations apply with regard to squish clearances and the measurement thereof.

**Section K Article 34 (Homologation)**

- Under Section A 'CHASSIS AND ENGINES', delete the reference to the expiry of the homologation period for engines. Engine homologation will henceforth be open-ended (i.e. with no pre-determined expiry date). No engine homologation shall be terminated without a minimum of one calendar year's advance notice to competitors and new engine homologations shall be invited, or considered if submitted unsolicited, at the discretion of the MSA Karting Commission.

**Section K Article 35 (Accredited importers)**

Please note new phone number for FIRST RACE – **011 634 7600**



ADRIAN SCHOLTZ  
MANAGER – SPORTING SERVICES

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