



MOTORSPORT SOUTH AFRICA

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

VAT Reg. No. 45 7015 1219

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MSA KARTING CIRCULAR 11/2010

157022/144

1. Cadet class

Where the Comer W60 engine is used, it is mandatory for an exhaust restrictor to be fitted as per the drawing on the last page of this document.

2. Junior GP class

The following is additional to the published regulations for this class:

- Spark plug/cylinder head temperature sensors may be used.
- Standard type black crank seals, obtainable from normal seal outlets, may be used.
- C4 main crankshaft bearings may be used.
- Freeline bodywork may be used.

3. All Rok classes

It is hereby confirmed that either the old (2009) or new (2010) clutches may be used, as per the specifications on the following pages. Parts may not however be mixed and matched and the relevant specifications remain in force for each clutch with regard to engagement speeds.

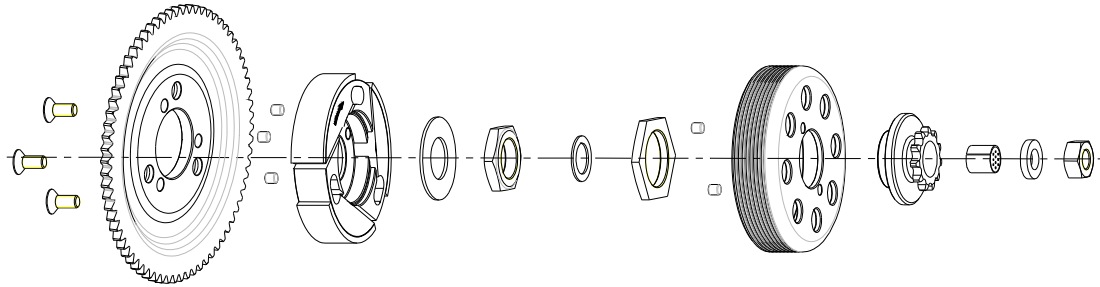
4. All classes

Competitors are reminded of the provisions of Section B Article 15 iv) of the 2010 MSA Karting Regulations, particularly the requirement that ***“boots must be worn to cover and protect the ankles”***.

ADRIAN SCHOLTZ
MANAGER – SPORTING SERVICES

07th June 2010

DESCRIZIONE DELLA FRIZIONE MOD 2009 E RAPPRESENTAZIONE DELLE PARTI
CLUTCH MOD 2009 DESCRIPTION AND PARTS SKETCH
DESCRIPTION DE L'EMBRAYAGE MOD 2009 ET ESQUISSE DES PIECES



NUMERO TOTALE DI PARTI
TOTAL PARTS NUMBER
NUMERO TOTALE DES PIECES:

19

PESO MINIMO DELLA FRIZIONE COMPLETA
MINIMUM WEIGHT OF THE COMPLETE CLUTCH
POIDS MINIMUM DE L'EMBRAYAGE COMPLETE:

960 gr

REGIME DI ATTACCO (MASSIMO) VERIFICABILE IN OGNI MOMENTO DELLA MANIFESTAZIONE
ENGAGEMENT SPEED (MAXIMUM) CAN BE VERIFIED IN EVERY MOMENT OF THE EVENT
VITESSE DE ENTRAINEMENT (MAXIMUM) VERIFIABLE DANS TOUS LES MOMENTS DE LA MANIFESTATION :

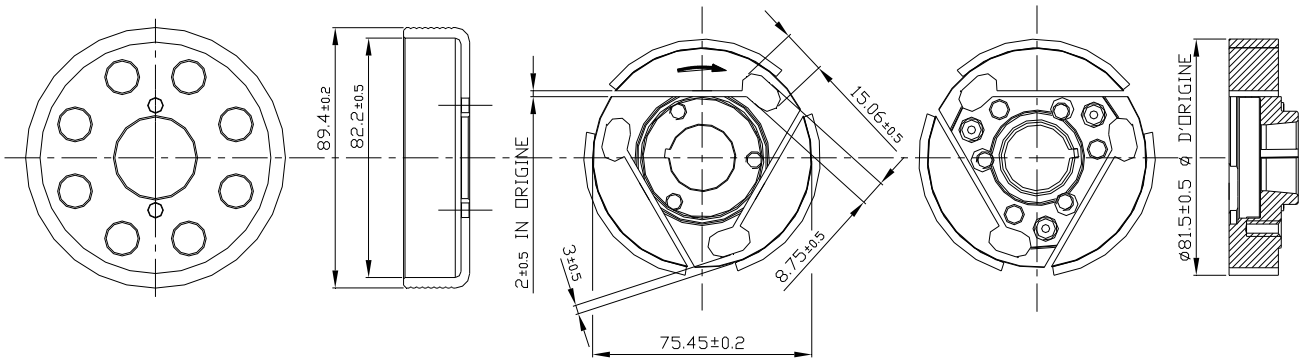
5000 RPM



www.vortex-rok.com

IMPORTANTE – IMPORTANT – IMPORTANT
TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX.
ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX.
TOUTES LES PARTS DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX.

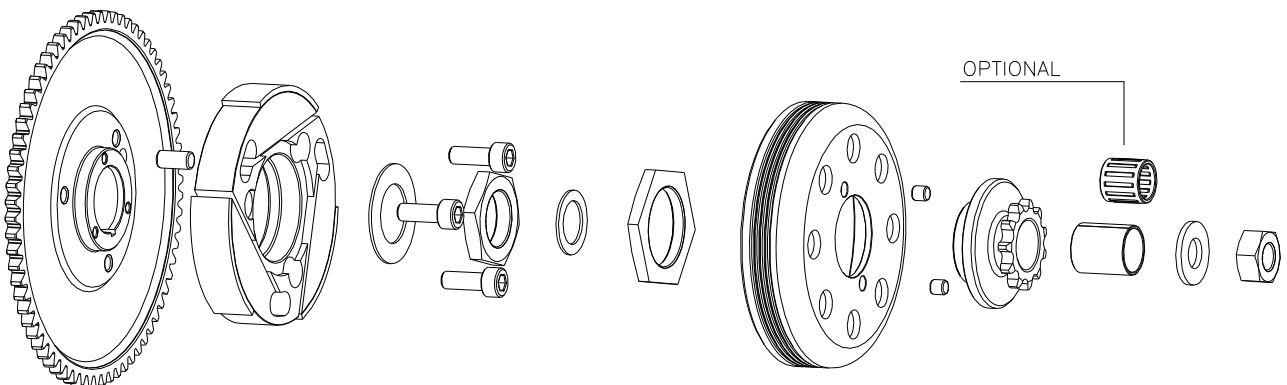
CAMPANA FRIZIONE MOD 2009 / ROTORE FRIZIONE MOD 2009
 CLUTCH HOUSING MOD 2009 / CLUTCH ROTOR MOD 2009
 CHAPE EMBRAYAGE MOD 2009 / ROTOR EMBRAYAGE MOD 2009



PESO DEL ROTORE FRIZIONE CON SPINE DI FISSAGGIO
 WEIGHT OF CLUTCH ROTOR WITH FIXING PIN
 POIS DU ROTOR EMBRAYAGE AVEC EPINE DE FIXATION :

408 gr +/- 15gr

DESCRIZIONE DELLA FRIZIONE MOD 2010 E RAPPRESENTAZIONE DELLE PARTI
 CLUTCH MOD 2010 DESCRIPTION AND PARTS SKETCH
 DESCRIPTION DE L'EMBRAYAGE MOD 2010 ET ESQUISSE DES PIECES



NUMERO TOTALE DI PARTI
 TOTAL PARTS NUMBER
 NUMERO TOTALE DES PIECES:

17

PESO DELLA FRIZIONE COMPLETA DI INGRANAGGIO AVVIAMENTO
 WEIGHT OF THE COMPLETE CLUTCH WITH STARTING GEAR
 POIDS DE L'EMBRAYAGE COMPLETE AVEC ENGRENAGE DEMARRAGE:

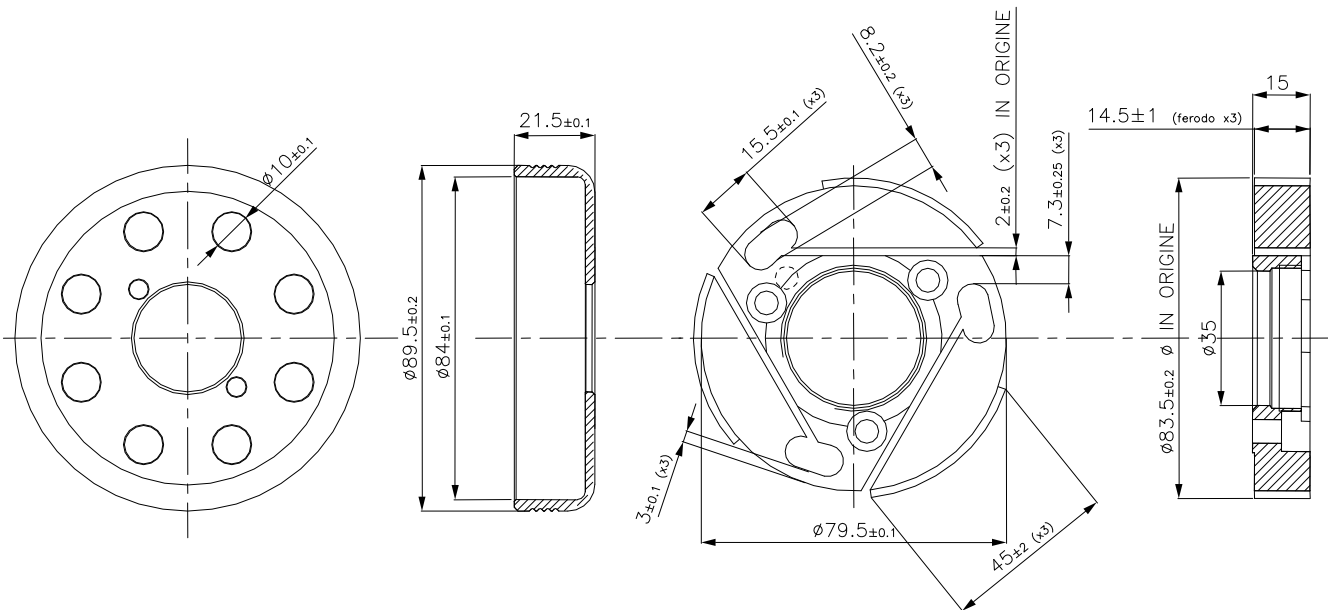
910 gr +/- 25gr

REGIME DI ATTACCO (MASSIMO) VERIFICABILE IN OGNI MOMENTO DELLA MANIFESTAZIONE
 ENGAGEMENT SPEED (MAXIMUM) CAN BE VERIFIED IN EVERY MOMENT OF THE EVENT
 VITESSE DE ENTRAINEMENT (MAXIMUM) VERIFIABLE DANS TOUS LES MOMENTS DE LA MANIFESTATION:

3500 RPM

IMPORTANTE – IMPORTANT – IMPORTANT
TUTTI LE PARTI DEL MOTORE DEVONO ESSERE ORIGINALI VORTEX.
ALL THE ENGINE PARTS MUST BE ORIGINAL BY VORTEX.
TOUTES LES PARTS DU MOTEUR DOIVENT ETRE ORIGINALES VORTEX

CAMPANA FRIZIONE MOD 2010 / ROTORE FRIZIONE MOD 2010
 CLUTCH HOUSING MOD 2010 / CLUTCH ROTOR MOD 2010
 CHAPE EMBRAYAGE MOD 2010 / ROTOR EMBRAYAGE MOD 2010



PESO DEL ROTORE FRIZIONE
 WEIGHT OF CLUTCH ROTOR
 POIS DU ROTOR EMBRAYAGE:

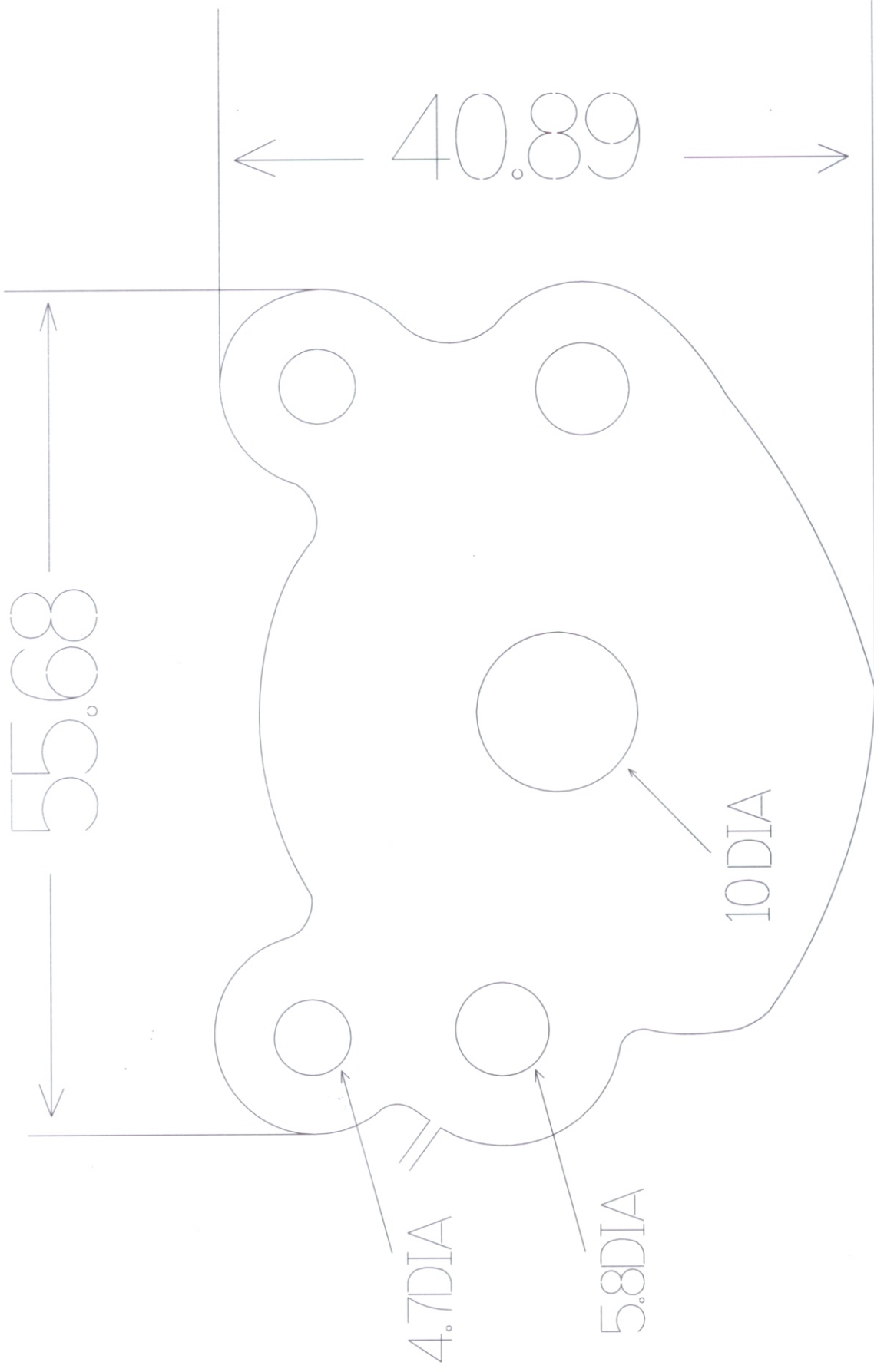
345 gr +/- 15gr

PESO DELLA CAMPANA
 WEIGHT OF CLUTCH HOUSING
 POIS DU CHAPE EMBRAYAGE :

174 gr

PESO TOTALE DEL GRUPPO ROTORE E CAMPANA FRIZIONE
 TOTAL WEIGHT OF CLUTCH ROTOR AND HOUSING
 POIS TOTAL DU ROTOR ET CHAPE EMBRAYAGE :

519 gr +/- 15gr



5MM THK M/STEEL