



MOTORSPORT SOUTH AFRICA NPC

Reg. No 1995/005605/08

www.motorsport.co.za

2nd Floor, Meersig 1, Cnr. Upper Lake Lane & Constantia Boulevard, Constantia Kloof, Roodepoort. P.O. Box 6677, Weltevreden, 1715
e-mail: msa@motorsport.co.za Telephone (011) 675 2220 Fax: (011) 675 2219, National Number: 0861 MSA MSA (0861 672 672)

MSA NATIONAL KARTING CIRCULAR 3 OF 2019

The following amendment to the National Karting Regulations Version 2 are made with immediate effect:

10. RIGHTS AND DUTIES OF ORGANISERS

Refer to Part VI of the GCR's. In addition, the following rules will apply:

- i) Amalgamation of classes may take place in Club, Regional and National Championship events if there are less than 10 entries, subject to the proviso that:
 - 125 Grand Prix or similar 6-speed karts may never be amalgamated with any other **non gearbox** class.
 - Bambino class may never be combined with other classes under any circumstance.
 - Kid ROK class may not be combined with other classes
 - The Micro & Mini classes may be combined ~~provided they are scored separately within their own classes.~~
 - Classes may only be combined with another class having similar age driver and similar performance. The status of the event is to be considered before combining classes in any way that might prejudice one another. **All amalgamated classes must be scored separately.**

17. PRACTICING

- i) On each day of an event, before racing commences, a definite period or periods shall be allotted for practicing. For club and regional championship events, the minimum free practice time shall be one ~~10 minute~~ **5 minute** session, for each class. All regulations and requirements applicable to racing except for the starting procedure, shall apply to practice. Should an event be run over two days, free practice on the second day may be substituted by qualifying.

18 RACING – GENERAL REGULATIONS AND FORMAT APPLICABLE TO ALL COMPETITORS

vii STANDING STARTS

On display of the green flag, the karts will proceed at an orderly pace to the dummy or starting grid where they will stop in either staggered or parallel formation as defined in the SR's with engines running and in their allocated positions when the Clerk of the Course will signal the starter to start the race. Should the Clerk of the Course be dissatisfied with the disposition of the field for any reason he may send them round for another lap after which they will reform again on the grid. Any driver who is not stationary at the moment the starting flag is raised, must stop immediately. ~~A place penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence shall be imposed by the Clerk of the Course, should any of the following actions occur which will be classed as starting offences should the start signal have been given:~~ **For penalties refer to the Rok and Rotax Regulations**

MOTORSPORT SOUTH AFRICA IS THE ONLY RECOGNISED MOTORSPORT FEDERATION IN SOUTH AFRICA



sport & recreation
Department:
Sport and Recreation South Africa
REPUBLIC OF SOUTH AFRICA

Directors: A. Scholtz (Chief Executive Officer), A. Taylor (Financial), F. Alibhai, D. Easom,
G. Hall, A. Harri, E. Murray, M. Rowe, R. Schilling, Ms M. Spurr, S. Themba, S. Van der Merwe

viii) **SIGNAL TO START A RACE**

A race shall be started by the lowering of the MSA flag or alternatively by the extinguishing of the red light/s. In the latter case, a red light/s must be mounted directly above the circuit and must be visible from any point on the starting grid. Illumination of the red light will correspond to the raising of the start flag, being followed by extinguishing of the light/s to start the race. In the use of flag starts, the starter may be positioned beside the track but may not start the race from any position upon the tarmac of the circuit. **It is obligatory to state in the supplementary regulations if lights are to be used.** In the case of a false start, the Clerk of the Course may have the field return to the pre-race paddock and penalise the guilty driver accordingly. Should the Clerk of the Course allow the field to reform for another lap and a starting offence is again committed, the race will continue and the guilty party **shall** be penalised accordingly after the end of the race. ~~Should a penalty be imposed, that penalty will be a place penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence.~~ **For penalties refer to the Rok and Rotax Regulations.** Any penalty imposed as a result of the above must be advised to the competitor with a hearing after completion of the race or heat and the race results must be immediately amended to allow the driver's accumulated points for the day to be calculated correctly.

x **CLASIFICATION OF A FINISHER**

After the winner has received the chequered flag, any driver who has not completed the full number of provided laps, even if he does not finish the race, will be classified according to the number of laps he has actually covered, provided he has completed at least two thirds of the race distance (rounded down to the nearest whole number of laps). No kart may be pushed over the finish line. For the resolving of ties refer to ~~Art. 20 f) e).~~ **Art 19 (iii)**
At no time shall more than two assistants per driver be permitted on the track, and then only prior to the start and after the finish.

xx **OUTSIDE ASSISTANCE**

No driver may receive outside help from any person other than a marshal or race official on the track once the karts have left the pre-start grid for the start of a race. Drivers may, however, during the race, enter the pits by the proper method, weigh the kart, receive assistance in the pits and then re-join the race.

The only exceptions to the rule regarding assistance on the track are:

Marshals may assist drivers who have come to a stop to place a kart **off** the circuit to avoid obstructing other competitors.

❑ ~~The starting of engines or pushing (by marshals only) is permitted in all classes when deemed safe (by the marshal).~~ **The starting of engines or pushing of karts is only permitted by the driver concerned when it is deemed safe.**

❑ **Bambino competitors may receive outside assistance with the permission of the Clerk of the Course from a limited number of identified parents/pit crew who have been given an introductory marshalling course and are registered as Officials with visibility vests, and signed indemnities. These Officials must assist any Bambino driver and not only their own children, otherwise they will no longer be permitted to assist on track.**

From the commencement of the official qualifying practice only authorized officials are allowed on the track. The penalty for receiving outside assistance, whether the assistance is solicited or not, unless it is an authorized race official, is automatic exclusion from that race or qualifying. 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 DURING RACING ONLY. The location of the said demarcated area must be made known to competitors at **drivers briefing** and karts entering this area for repairs must come to a complete standstill prior to returning to the race circuit.

19. POINTS SCORING

iii Tie - In the event of a tie having to be resolved to declare a winner, preference will be given to the competitor having the greatest number of first places. If a tie still remains, the greatest number of second places, failing this third places, and so on, will be taken into account. Should there still be a tie; the competitor having the highest score in the last race shall take preference. In the event of tied

competitors not being classified in the last race, then the previous race's finishing order will be taken into account, and so on until the tie is resolved

20 ix DESIGNATED REVING AREA

To avoid excessive noise and exhaust emissions revving the engine in the servicing park is not allowed (except a short function test – 5 seconds maximum)

Competitors are advised that organizers and officials will now strictly enforce this regulation and to accommodate those wishing to "REV" or warm up their engines the following points will apply:

1. "Servicing park" is defined as any area or surrounding the pits, access roads, parc ferme or pre-race grid.
2. Each circuit will have a defined "REVING" area and this will be the only place where tests of longer than 5 (five) seconds are permitted.
3. An additional warm up lap will be provided for Micro and Mini Max (two warm-up and one formation lap before the start) to ensure that warming up engines in the pits is no longer required.
4. A fine of R 500 for a first offence will be imposed for any breach of these regulations. Any subsequent transgressions will be penalized at the discretion of the race officials.
5. A statement from any signed on official of the event is the only evidence required for the imposition of a penalty.

25. CHASSIS AND ENGINES

ii The following additional rules will be applicable from 1 January 2020;

- All BRAND homologations will be linked to a MSA approved CIK/FIA homologation number, if a new chassis is homologated for a brand in the 3year cycle all relevant information must be presented to MSA for approval, equipment may only be raced after MSA approval.

All existing brand renewal will need to provide proof of minimum 5 new chassis imported per annum, 1 January to 31 December for each year during the homologation cycle. For a new brand homologation this will be applicable from year 2 and 3. If the requirement is not met the Brand and chassis approval will be withdrawn and competitors will be allowed to race under private homologation for minimum of one year.

A Moratorium on new chassis Brand registration will be placed after 31 March 2020 and will be in effect to 31 December 2023.

All chassis entered and raced must be presented as the approved brand for the chassis homologated, it may not in any form or guise appear or be presented as any Non MSA approved brand.

- Chassis protectors are allowed, protection pad must be made from plastic type material, aluminum or metal is not allowed.
The protection pad must be mounted securely to chassis tray with minimum of 2 bolts.

vi

<u>50cc Cadet Class</u>	<u>Max</u>	<u>125cc CIK Homologated Chassis</u>	<u>DD2 Class</u>
	Gold Kart	Gold Kart	Gold Kart
	Birel & Birel Art	Birel & Birel Art	Birel & Birel Art
	CRG	CRG	CRG
	Energy Kart	Energy Kart	Energy Kart
	FA Kart	FA Kart	FA Kart
	Formula K	Formula K	Formula K

	Haase	Haase	Haase
	Intrepid	Intrepid	Intrepid
	Kosmic	Kosmic	Kosmic
	Praga	Praga	Praga
	Riccardo	Riccardo	Riccardo
	Tony Kart	Tony Kart	Tony Kart
Top Kart	Top Kart	Top Kart	Top Kart
	Zanardi	Zanardi	Zanardi



DICK SHUTTLE
KARTING COMMISSION PRESIDENT

11 March 2019

161852/144