



2025

Technical Regulations and Specifications

KwaZulu-Natal Kart Club 4 Stroke Social Karting League



Version 1

1 January 2025

TECHNICAL REGULATIONS AND SPECIFICATIONS FOR THE 2025 KZN KART CLUB 4 STROKE SOCIAL KARTING LEAGUE

These Regulations are to be read in conjunction with applicable Regulations and Circulars issued by KwaZulu-Natal Kart Club (KZN KC) and Motorsport South Africa (MSA).

1. REVIEWS AND AMENDMENTS

- 1.1 Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

Amendment Record

MODIFIED RULE NUMBER	DATE APPLICABLE	DATE OF PUBLICATION	CLARIFICATION

2. PURPOSE

- 2.1 The purpose of these technical regulations is to ensure that all competitors will, as far as possible, be able to compete with equipment that is of an equivalent standard.
- 2.2 It is also the objective of these technical regulations to contain the costs of acquiring and maintaining equipment.
- 2.3 The regulations ensure that the original intention of the class as a social low-cost category, focused on fun and to bring in new members to KwaZulu-Natal Kart Club, is encouraged.

3. TECHNICAL CONTROL

- 3.1 To ensure compliance all components comprising the engine package i.e. Clutch sprocket, clutch drum, rear sprocket, exhaust manifold, silencer etc. will be stamped with an identifying stamp.
- 3.2 The Promotor, Technical Consultant, or the Clerk of the Course reserves the right to inspect or halt any kart which is deemed to have been illegally modified, if any motor/s has to be dismantled, the cost of reassembly is for the account of the owner of that kart.
- 3.3 Where not specifically mentioned in these technical rules, any change to the technical specifications of any kart is disallowed. This includes and is not limited to :-
- 3.3.1 Engines
 - 3.3.2 Drive Train
 - 3.3.3 Brakes
 - 3.3.4 Chassis
 - 3.3.5 Wheels

- 3.3.6 Tyres
 - 3.3.7 Seats
 - 3.3.8 Rear Axle
 - 3.3.9 Side Pods and other plastics
 - 3.3.10 Fuel
- 3.4 Contravention of the technical regulations will be deemed to afford an advantage, until the contrary is proven beyond reasonable doubt by the competitor, they are excluded.
- 3.5 Only homologated parts are accepted, except where specifically allowed, any other variations made are deemed to be illegal. This includes and is not limited to adding additional components to any part of your engine and connected parts that are not specifically allowed in these rules. Should you wish to confirm technical validity of such, it must be presented to the committee first prior to race day for consideration before it being allowed by way of including it in these rules.

4. EQUIPMENT (CHASSIS & ENGINES)

- 4.1 Chassis must be in accordance with the MSA Karting Sporting Regulations and the current or previous MSA Appendix 1 - Chassis Homologation Lists.
- 4.2 Chassis must also be in accordance with the 2025 Technical Regulations, Sporting Regulations, approved Technical Specification / Homologation sheets for chassis. (Referred to in clause 6)
- 4.3 During the event, and in case of an accident, the driver can only change a chassis (frame) once following the authorization of the Clerk of the Course in consultation with the Technical Consultant.
- 4.4 Chassis is to be raced as supplied by the OEM.
- 4.5 Chassis are not controlled but must be FIA / CIK homologated chassis.
- 4.6 Only Honda GX 390 model or Honda Generic 390 model OEM engines or stock engines will be allowed to compete in the series.
- 4.7 No F400, Prokart SSS or Tillotson T4 Series engines are allowed in the class.
- 4.8 Only OEM Honda or Honda Generic carburettors with size 0.92 jet and standard emulsion tube are permissible.
- 4.9 Only OEM Briggs and Stratton series approved fuel pumps are permissible.
- 4.10 Maximum horsepower : 22.5 HP as per the software output of the dynamometer calibrated at the beginning of the season.

Upgrades to the dynamometer's sensors and software modules may require re-calibration of the dynamometer itself, resulting in a change of the maximum horsepower reading. This may result in a different reading as per the regulations and members will be notified of this when the dynamometer changes. All care is taken to ensure that when re-calibration occurs resulting in a change in readings, the maximum output reported by the software is still in line with the series' base tests at the beginning of the season. So, in the event the dynamometer has a different reading to the base reading, all new tests will be conducted according to the new base test results.

- 4.11 iDube Kart Parts and rentals or the appointed engine builder shall inspect the motor, skim the cylinder head as required, dyno test when necessary and install their engines seal. Only engines with

the iDube Kart Parts and Rentals seals or the appointed engine builders seals are allowed.

- 4.12 The following modifications are permitted and shall be carried out by iDube Kart Parts and Rentals or by the appointed engine builder only : -
- 4.12.1 The governor may be removed.
 - 4.12.2 The oil cut out relay may be removed.
 - 4.12.3 Accelerator linkages and routing are free. Only foot operated accelerator mechanisms are permitted.
 - 4.12.4 Air induction is by means of the standard OEM air filter, alternatively may be substituted for the Motrix filter, or the K&N Red filter, or alternative configurations maybe used as long as the engine complies with clause 4.10.
 - 4.12.5 Only standard exhausts and manifolds as supplied with engine package are permitted. No modifications to the exhaust system are allowed that will increase the horsepower beyond that specified in 4.10.
 - 4.12.6 Only NGK BPR6ES spark plugs are permitted. Spark plugs must remain standard. Filing of electrodes or machining of thread body to allow indexing is strictly forbidden.
 - 4.12.7 An OEM electric self-starter may be fitted.
 - 4.12.8 The flywheel key may not be modified, and the flywheel timing may not be advanced.
 - 4.12.9 The crank may be machined and /or the head skimmed to achieve the horsepower per clause 4.10. This modification shall only be carried out by the iDube Kart Parts and Rentals or by the appointed engine builder prior to the engine being tested and sealed.
 - 4.12.10 Thin gaskets are allowed. Gasket thickness may be adjusted by iDube Kart Parts and Rentals or by the appointed engine builder to achieve the specified limits.
- 4.13 All motors must remain sealed at all times. Broken seals will lead to exclusion from the results and technical checks of the motor.
- 4.14 Where necessary for repairs, and to keep costs contained, only iDube Kart Parts and Rentals or the appointed engine builder may substitute OEM Honda parts with compatible OEM Hoffmann parts and vice versa.
- 4.15 New engines supplied with a temporary seal, may be run in and used in ONE race. The engine MUST be returned to iDube Kart Parts and Rentals or the appointed engine builder after one race, to be dynamometer tested and a permanent seal fitted. Failure to return the engine before the next race will result in the engine being impounded at the next race to be dynamometer tested and sealed. Penalties will apply.
- 4.16 An engine may be changed during an event provided it has been dyno tested and sealed by iDube Kart Parts and Rentals or the appointed engine builder, scrutinised and a scrutiniser's sticker affixed for that event. Penalties will apply.

5. DRIVE TRAIN

- 5.1 The drive train, consisting of the clutch, sprockets and chain, will be supplied with the engine, when purchased.
- 5.2 The final drive will be by chain and sprocket as specified by the organiser.

5.3 Sprocket and chain : -

5.3.1 Front sprocket - 15 teeth of 0.428 pitch

5.3.2 Rear sprocket - 45 teeth of 0.428 pitch

5.3.3 Chain - 0.428 pitch

5.4 A Noram Premier centrifugal dry type clutch with blue springs as supplied by the organiser, to allow a clutch engagement speed of 2200 RPM.

6. BRAKES AND BRAKING SYSTEM

6.1 The brake system is free within the following parameters.

6.1.1 Single disc acting on the rear axle.

6.1.2 One single piston OEM brake calliper as supplied with chassis.

6.1.3 One two piston aftermarket replacement brake calliper of the following type : -

6.1.3.1 Speed EVO system.

6.1.3.2 Homologation number: CIK/FIA153-16/FR/14 17-18/FR/17.

6.1.4 A back up cable operated brake linkage must be fitted to all karts.

7. WHEELS

7.1 Front maximum wheel width between bead - 135mm.

7.2 Rear wheel width between bead - 215mm

8. REAR AXLE

8.1 The rear axle will be of hollow steel with an outside diameter of 50mm or 40mm (depending on the chassis standard fittings). No differential of any type is permitted.

8.2 Maximum width of the rear axle, measured between the outer edges of the wheel rims, must not exceed 1400mm.

9. SEATS

9.1 Only fibreglass seats approved by the Promotor may be used.

10. BODY WORK AND NOSE CONE

10.1 All karts must be fitted with CIK homologated regulation body work (side pods, front spoiler, nassau panel and rear bumper) and shall remain fitted and in position at all times. Substitutes are allowed.

10.2 All karts must be fitted with the CIK Nose Cone system.

11. TYRES

11.1 The number of dry weather slick tyres (NEW or USED) each competitor may use is restricted to a maximum of one set of four for each event starting at and including qualifying. For control, Race tyres shall be scanned or marked for the event.

- 11.2 Tyres will be as per 2025 MSA SARMC SSR's, ROTAX Global Technical Regulations, the 2025 MSA SARMC Supplementary Technical Regulations, the 2025 MSA SARMC Bambino Supplementary Sporting and Technical Regulations, the 2025 MSA National ROK Karting Standing Supplementary Regulations, the 2025 MSA National ROK Karting Technical Regulations, the class specific Regulations and other regulations and homologations and instructions which may from time to time be issued by MSA.
- 11.3 In the interest of conserving costs, the promoters may reduce the number of tyres to be used during the season. Should this be necessary, it will be advised in the supplementary regulations for the event/s concerned.
- 11.4 All competitors that have not achieved 3 heat lap times of < 57 seconds on a race day are allowed to use USED MOJO tyres. This is to give these competitors the time to improve their skills before moving onto the MGRL1 tyre.
- 11.5 All competitors who have had 3 heat lap times of < 57 seconds on a race day shall only use MGRL1 tyres.
- 11.6 There is no restriction on the number of sets for the year.
- 11.7 The penalty for a competitor deemed to have infringed is exclusion and 20 points deduction for each heat infringement. They also start at the back of the grid for the next race and are required to change tyres.
- 11.8 No Wet Weather tyres are allowed.

12. FUEL

- 12.1 Controlled fuel may be supplied at the discretion of the CoC or TC for a particular class. The competitors in the class shall pay for the cost of the fuel used.
- 12.2 Only 95 Octane fuel from pump 3 at Van's Shell Garage in Camperdown, or from a specified roadside petrol station, is permitted. It is the competitor's responsibility to ensure that they use the correct roadside petrol station and pump.
- 12.3 Fuel additives are not permitted. The Technical Consultants (TC) reserves the right to replace any fuel suspected of having additives.
- 12.4 ANY modifications to the flow of fuel from the fuel tank through the carburettor are not allowed. This includes modifications and/or addition of parts to fuel pumps, fuel lines, carburettors, fuel coolers and any other part that controls the delivery of fuel to the engine.
- 12.5 Fuel samples may be taken from the competitor's tank and tested against the Technical Consultants (TC) control sample. If the competitor's sample is found to be different the competitor shall be excluded and score ZERO.
- 12.6 It is suggested that competitors have their fuel checked by the TC prior to qualifying.