



2025

Club & Social Standing Supplementary Regulations

MSR4 Karting



Version 2

7 March 2025

Ref: EP 208 - 25

REVIEW AND AMENDMENTS

ANY proposed / desired changes to these Championship Regulations must be submitted to the Controllers for approval. The Controllers reserve the right to introduce new Regulations and / or amend existing Regulations with the approval of Motorsport South Africa (MSA).

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. (Refer GCR 67)

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>
14.1	Immediate effect	07.03.2025	Wording deleted and added
14.3	Immediate effect	07.03.2025	Wording deleted and added

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All race meetings shall be held under the 2025 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Club & Social Regulations, the event Supplementary Regulations (SR's) issued by the promoters / organisers and any APPLICABLE Circulars of MSA.

1. CONTROLLERS

The controllers of the club championship will be the AKMC Committee. All events will be run under the auspices of AKMC. The organizers and promoters of the championship shall be AKMC along with the Committee appointed Technical Working Group.

2. AIM OF THE CHAMPIONSHIP

To declare a Club Champion in the MSR4 Sprint class.

3. MEMBERSHIP AND LICENCE REQUIREMENTS

3.1 MSR4 membership: Each Driver is also required to take an MSA, (Motorsport South Africa) license, as required by the class you enter.

- MSR4 Sprint class - Club Championship Class. Minimum of a MSA Karting Club Status Licence required.
- MSR4 Junior, MSR4 Ladies – Social classes. Minimum of MSA Karting Social Status Licence required.

Each Team will be required to join the club (AKMC), as per the membership schedule. MSR4 competitors/Teams will be required to abide by AKMC membership rules and Constitution.

3.2 For a once off Team Entry / participation, a one day Membership will be charged, as per AKMC membership structure. This is mainly for Rentals and one off drives.

3.3 Membership entitles you to use the track for practice on any nominated practice day, as long as the track has not been booked out. (Keeping in mind there are other competitors/ classes on practice days, so time slots will be used every 15min for example).

3.4 Club membership to be done with Algoa Kart Club:
Johan (0845834574)/ info@akmc.co.za

3.5 PITS

- a) Pits can be purchased from the AKMC as per membership fee structure per year, which will entitle you to that specific pit for race days and practice days at the track.
- b) No vehicles in the Pit Area specific to race days but also on busy practice days. Trailers at your specific pit will be allowed.

4. ELIGIBILITY OF DRIVERS

4.1 **MSR4**

- Will be open to Drivers 16 years and older. (Year of your 16th birthday)
 - If 15 at the beginning of the year and turning 16 in December, they are eligible to compete
- Rental of motors can be arranged prior to the event with Msr4 at a cost of R 550 per race day, Competitors are not allowed to fiddle, tune, modify or replace any parts on the pool motors. Motors are to be fitted and removed in the presence of the MSR4 representative or the Chief Scrutineer and/or Technical consultant.

4.2 **MSR4 Junior Class**

- Open to drivers 11 years and older. (Year of your 11^h birthday)
- If 10 at the beginning of the year and turning 11 in December, they are eligible to compete until they reach the age of 17 years old, (Year of your 17th birthday) if they turn 17 in December they are eligible to compete.
- **Social Non-Championship class. MSA Social Karting Licence including MSA medical cover required.**

4.3 **MSR4 Ladies Class**

- Open to Ladies over the age of 17 years old, the year they turn 17, if they turn 17 in December they qualify to compete in the class- this class is a beginner class for ladies to build confidence before they move up to the main MSR4 class.
- **Social Non-Championship class. MSA Social Karting Licence including MSA medical cover required.**

5. **CLUB CHAMPIONSHIP**

- 5.1 The Championship will generally consist of eight (8) rounds.
- 5.2 A competitors worst four (4) races will be used as a drop / throw aways when scoring in the championship.
For example, if you do all the rounds, you can drop your worst four (4) races at the end of the season.
- 5.3 If for work commitments or any other reason, you can only do (seven) 7 rounds, you will still score full points.
- 5.4 In Class A one must remember, the team scores points, so if one driver cannot make it, a substitute may be used.

6. **RACE DAYS**

Race day will take place on club race days at AKMC.

- 6.1 AKMC reserves the right to change the format on these days to ensure there is enough time to compete.
- 6.2 The general format will be as follows, but will change per event, depending on type of event.
- a) 1 x 20min Practice session (Non timed)
 - b) 1 x 20min Qualifying session (Timed)
 - c) 4 x 10 min sprint races
 - d) 2 x 60min Endurance Race
- 6.3 Starting grid determined by fastest lap from qualifying times.
- a) MSR 4 reserves the right to introduce reverse grids, e.g. reversal of top 10, 20, 30, etc. E.g., if you qualify 10th, you will start on pole for race 2. If you qualify 20th, you will start race 2 in 11th place and so on.
 - b) To spice thing up, the pole sitter will draw after qualifying:
As per qualifying times
Top 10 reverse Grid
- 6.4 1 x 45/60min Endurance Race
1. Starting grid determined by fastest lap from qualifying times.
 2. MSR reserves the right to introduce reverse grids, e.g. reversal of top 10, 20, 30, ~~40~~ etc.

- a. E.g., if you qualify 10th, you will start on pole for race 2. If you qualify 20th, you will start race 2 in 11th place and so on.
 - 3. To spice thing up, the pole sitter will draw after qualifying:
 - b. As per qualifying times
 - c. Top 10 reverse Grid
- 6.5 1 x 45 / 60min Endurance Race
 - a. Starting grid determined by fastest lap from 2nd qualifying session.
 - b. Reversal top 10, 20, 30 etc.
 - a. E.g., if you qualify 10th, you will start on pole for race 2. If you qualify 20th, you will start race 2 in 11th place and so on.
 - c. Option to run Turn 1 and 2 under yellow flags.
 - d. Option to run single file start on the reverse grid race if necessary
- 6.6 Different versions of the circuit may be used at the various rounds to add some diversity.
- 6.7 Should a competitor wish to practice on the day before the event, there will be an allocated time to do so. This will be scheduled times in-between the other classes / categories on the day.
- 6.8 The format might change slightly in winter depending on time available.
- 6.9 Should daylight be an issue on the day, the organisers reserve the right to shorten the races.
- 6.10 The organisers reserve the right to change the program on grounds of safety, visibility (light) and number of competitors. If there are too many competitors on the day, the races could be run in heats / groups, for example A, B, C, D.

7. WEIGHTS AND WEIGHING KART / ENGINE

- 7.1 The karts will be weighed with the driver. All drivers at the end of a qualifying and races, must cross over the scale to be weighed. Also see point 7.5) below.
- 7.2 The total weight must always be as per the minimum weight at all times for the class as below:

MSR4	-	170kg minimum
MSR4 Ladies	-	145kg minimum
MSR4 Junior	-	145kg minimum
- 7.3 The only ballast tube system to be used is as supplied by MSR4, with the minimum of 3 fixing points to the kart. Any other ballast carried in order to meet the minimum mass prescribed must be firmly fixed to the satisfaction of the scrutineers only to the chassis or seat. For any ballast weight of up to 2kg, attachment must be by a minimum of one bolt with a minimum size of M6 or permanent fixings, with additional bolt or fixing for every 4kg or part thereof. Cable ties are NOT allowed, except for the dispensation allowed in point number 7.8 below.
- 7.4 During qualifying, karts to come in over the scale at all times and be weighed, even if coming in for a driver change.
- 7.5 During the race at a pit stop all drivers must weigh himself/herself with his/her plunger when he/she gets out the kart. Failure to do so will result in a penalty.
- 7.6 Even drivers who do not require to carry ballast, must still run with a weight plunger and the TUBE and weigh at all times.
- 7.7 Karts will be weighed after the race with the driver in the kart and must be above the minimum weight limit. The kart may be weighed on its own as confirmation.
- 7.8 Dispensation may be applied to run a special weight removal system where LARGE weight differences between two drivers occur. (Or a removable seat for example).

- 7.9 Teams are responsible to calculate their kart weight at beginning of the day (excluding driver) and submit this value to the race secretary (at documentation). This will be recorded, and the scale master will have a list of each teams' kart weight, to ensure that when a driver change occurs, that the driver weight with ballast totals a minimum as stipulated for the class. of 170kg. Driver weight will be 170kg minus kart weight.
- 7.10 Should a kart be underweight when coming into the pits, a time penalty will be issued relative to the amount underweight.
- 0-3 kg: 20s Penalty
 - 3-6kg: 40s Penalty
 - 6-10kg or more 1 lap penalty- karts may not be worked/refuelled at in this time
 - 10kg Plus 2 lap penalty
- This will be enforced as a stop and go before being released out of pits.
- 7.11 Should a kart be underweight in qualifying the teams/competitors time will be null in void and the team/competitor will be placed at the back of the grid.

8. PIT STOPS

- 8.1 The timing loop is in front of the pits so that pit stops can be monitored as well.
- 8.2 A minimum of 3 pit stops must be carried out in an Endurance Race.
- a) This will allow for 4 driver per team without being disadvantaged.
 - b) If you only have 2 drivers per team, you will still be required to make 3 pit stops.
 - c) Driver changes must take place at every pit stop. (E.g. if you have 2 drivers, you cannot do a drive through, you must do a driver change). If a driver comes into the pits in his stint for mechanical repairs, a driver change is not required).
 - d) If the required number of pit stops are not done, a time penalty will be added to the overall time, an average pit stop time plus 20s.
 - e) No pushing of karts at the driver change. (Done for safety reasons)
 - f) Any Driver can remove the ballast canister in a pit stop, and for those drivers that have extremely heavy canisters, a helper may be used.
 - g) The plunger (ballast) may only be removed once the kart has stopped at the driver change area. A time penalty will be given if the plunger (ballast) is removed from the canister in the pit lane before the driver change area.
Teams cannot make driver change pit stops until the end of the 5th lap of the race. (Any pit stops before a driver has completed 5 laps will not count towards a driver change). (Teams with 4 drivers cannot "jump the pack" on the opening lap like teams with 2 drivers, especially for the reverse grid race. Pitting on the first lap also leads to queries regarding the required number of pit stops done on the system.
 - h) The driver change area will be confirmed via a notice prior to the race, with the current area after the scale being looked at as a possible driver change area.
 - i) A minimum pit-stop time will be determined on the day; teams and drivers not adhering to the minimum pit-stop time will be penalized accordingly.
- 8.3 For excessive bumping, a warning flag will be given. Should further bumping take place, a stop/go penalty at the pit stop will be emplaced and a driver change cannot occur, or a time penalty to the overall time.

9. CHASSIS

Any model kart is allowed, however only rear brakes are allowed.

10. **BODY WORK**

All Karts to have the following:

- 10.1 Plastic Side pods, Plastic front bumper nosecone and bib.
- 10.2 The plastic rear bumper for the rear of the kart is required.
- 10.3 The rear wheels must not protrude wider than the side pods.
- 10.4 Each team must register a competition number with MSR4.
- 10.5 Racing numbers to be as per the National Karting Rok Sporting Regulations, see section "22. Racing Numbers"; ie. Black numbers on yellow background for all MSR4 classes.
The Junior class is to run White numbers on a Red background
- 10.6 No Diffuser or aerodynamic aids will be allowed.
- 10.7 Wheel protectors provided they are safe and approved by the scrutineer will be allowed.

11. **TYRES**

- 11.1 Only 1 set of tyres will be allowed from start of qualifying to the end of race day. Should you damage a tyre, you may request to change the tyre with the organisers
- 11.2 NOTE: ONLY TYRES SUPPLIED BY MSR will be allowed in 2025. Tyres purchased from MSR4 will have an identity barcode. This will be used to police the rule above.
- 11.3 If you are running old tyres at the 1st or 2nd race meeting, this will be allowed.
- 11.4 MSR4 reserves the right to introduce tyre limitations, i.e. number of sets allowed during season in 2025
- 11.5 No tyre treatment of any kind allowed on or in tyres, a multiple lap penalty or exclusion may be imposed.

12. **ENGINES**

- 12.1 Engines can be purchased from MSR4 and registered dealers ONLY.
- 12.2 Engine Package includes
 - a) 212cc Hoffman Engine
 - b) Modification to the engine:
Governor removed etc.
Oil Cut Out removed.
Ancillaries removed.
Throttle adaptor brackets manufactured / fitted.
Pulse pipe modification
Oil
 - c) Accelerator cable
 - d) Engine Under Clamps (The ones that bolt onto the engine)
 - e) Centrifugal clutch
 - f) 13 Front sprocket (Only size allowed)
 - g) 48 Rear Sprocket (Only size allowed)
 - h) 1m of ½" chain
 - i) Master link
 - j) Exhaust System (Pipes and Silencer)
 - k) Seals to seal the engine
 - l) Fuel Pump and Fuel line
 - m) Fuel Filter
- 12.3 No modifications to the engine are allowed. The engines will be sealed and cannot be opened by the teams. Repairs will be done by MSR4 and registered dealers and serial numbers recorded.
SEALS and SEAL NUMBERS will be checked in 2025, so make sure your engine is sealed before the race.
A 1 lap penalty will be issued should an engine not be sealed.

- 12.4 The carb will be unsealed to allow teams to clean them, but the jet size will be standard and the throat size of the carb standard, no grinding / porting allowed.
The 0.8mm NO GO PIN will be used to ensure the main jet has not been drilled bigger. (Standard they come with a 0.75 / 0.78main jet).
It is recommended to keep the main jet clean, especially after having driven in the rain. If you have driven in the rain, drain the fuel out of the bowl to get rid of any possibility of water.
No changing of emulsion tube
- 12.5 Spark Plugs, only NGK B8ES may be used and ~~but~~ may not be machined to have a longer reach. Minimum plug gap of 0,6mm and maximum of 0,85mm
- 12.6 Only the STD ratio of 13 / 48 is allowed. (As supplied) MSR4 reserves the right to change the classes sprocket ratio.
- 12.7 No lightening of any components allowed including Clutch / flywheel.
- 12.8 Exhaust may be painted/wrapped to prevent rusting.
- 12.9 Exhaust system must still remain standard in length.
- 12.10 MSR4 RESERVES THE RIGHT TO DO AN ENGINE SWOP ON THE GRID WITH ANOTHER MSR4 ENGINE
- Engine to be returned after race.
 - Nothing may be swopped/removed from that engine.
 - MSR4 reserves the right to introduce/phase in a pool engine system during the 2025 season.

13. FUEL

- 13.1 Only 95 Unleaded will be allowed: (No additives). a multiple lap penalty may be imposed and/or exclusion.
- 13.2 Organisers reserve the right to supply control fuel should it be deemed necessary.

14. PROTECTIVE CLOTHING

- 14.1 ~~All Drivers to wear Racing Overalls, a closed helmet and gloves at ALL times including PRACTICE DAYS.~~ Reserved
- 14.2 Double D or Clip type helmets will be allowed, provided they are in good condition and safe. Motocross helmets may be used provided goggles are worn with the helmet.
- 14.3 ~~Long Jeans and a leather jacket / something similar will be accepted for the social classes but encourage the drivers to have correct karting overalls.~~
The following is allowed for the MSR4 classes ONLY but drivers are encouraged to have the correct karting overall:
- One piece boiler type cotton overall or jeans with a long sleeve top
 - No Hoodies type jerseys are allowed.
 - Closed shoes / sneakers
 - Gloves that cover the entire hand
- Competitors with long hair are to tie their hair up to prevent hanging out the back of the helmet.
- 14.4 Karts will be Scrutineered before the 1st practice session / qualifying to ensure they conform.
- Brakes working, correct body work etc., correct safety gear etc.
 - LEAD MUST to be **BOLTED** to the kart. No cable ties will be accepted.
 - Any piece larger than 3kg must have two (2) M8 bolts with nylock nuts through the lead.
- 14.5 Karts must be fitted with an adequate chain guard
- 14.6 THESE RULES NEED TO BE ADHERED TO ON PRACTICE DAYS AS WELL.
- 14.7 No drinking and driving!

- 14.8 IF you Breakdown on Track, make sure to remove your kart from the circuit to a safe area before trying to get the kart running: **SAFETY FIRST**
- 14.9 NO Driving in the wrong direction on the track or in the pits
- 14.10 NO MIXING of classes on practice days. 4-strokes will have their own dedicated session.
- 15. PRIZE GIVING**
- 15.1 Prize Giving will be held as soon as possible after the final race in the Algoa Kart Club Clubhouse.
- 15.2 Bar / Braai facilities will also be available.
- 15.4 You may not bring and consume your own alcoholic beverages on the premises.
- 15.4 Attendance Lucky draws may also be handed out.
- 16. RACE ENTRY**
- 16.1 Race Entry will be as per SR's for the event.
- 16.2 Please get you entries in before Monday midnight, of week leading up to event.
- 16.3 Any entries after the cut off time will be charged R200 late entry
- 16.4 Trophies need to be finalised prior to the race and cannot be done when entries come in late.
- 17. RACE DAY FORMAT**
- 17.1 **Juniors / Ladies**
Race day format will generally consist of 1 practice qualifying and 2 x 15min races. Where time is an issue, there might only be one race on the day:
- 17.2 **Mini**
Race day format will generally consist of 1 practice qualifying and 2 x 15min races. Where time is an issue, there might only be one race on the day:
- 18. RENTALS**
- 18.1 There will be some karts available for rental on a first come first serve basis.
- 18.2 These karts are more aimed at allowing newcomers to try out before having to spend money on purchasing a kart.
- 18.3 Rental Cost can be obtained from the AKMC.
- 19. INDEMNITIES**
- Indemnities must be signed before going on track on any practice day, very similar to rental karting.
- 20. RACE DATES**
- As per the 2025 MSA Calendar.
- 21. TOOLS**
- 21.1 Please bring your own tools and equipment to the track.
- Tyre pressure gauge
 - Chain lube
 - Fuel
 - Funnel

- Pump
- Tools – screw drivers, spanners, pliers, side cutters etc.
- Cable ties
- Duct Tape

21.2 ABOVE ARE A LIST OF THE BASICS YOU WOULD REQUIRE

21.3 Please do NOT take other competitor tools without asking permission.

21.4 Please mark you own tools clearly.

22. PIT RULES

22.1 No vehicles to be parked in the pit area. (Especially the Large gap in the front pits).
UNLESS you have an allocated area for your vehicle.

22.2 Please offload you karts and remove the vehicle from the pits.

22.3 NO DRIVING of karts in the pits. You must push your kart to the pit exit where it can be driven from.

22.4 Driving from the scale to the Pit exit is permitted.

22.5 NO DRIVING IN WRONG DIRCETION in the pit lane

22.6 Allocated pits will be available with club membership. This can be pre-booked for 2024.

23. DOCUMENTATION

23.1 Documentation will take place in the club house as per program.

23.2 Teams are required to calculate their OWN KART / DRIVER (Driver and ballast) Weights and put this information on the online entry form.

23.3 Entries will be done as per AKMC.

23.4 No kart may go on track until documentation is done.

24. TRANSPONDERS

24.1 All karts must have transponders fitted before qualifying.

24.2 Should you not have your transponder on, you will start at the back of the grid for both races.

24.3 Please return transponders at the end of the day. A R200 penalty fee will be applied should you not return the transponder after the race.

25. SCRUTINEERING

25.1 Scrutineering will take place at the weighing area

25.2 Scrutineers judgement is final especially when it relates to safety

25.3 Documentation is to be done before scrutineering

26. DRIVERS BRIEFING

Drivers briefing will take place before qualifying according to the program.

27. PROGRAM OF EVENTS

27.1 Program of events will be issued for each race meeting.

27.3 The organisers reserve the right to change the program if necessary.

27.3 Please be ready to start 30min prior to the allocated times

28. PRE-RACE PADDOCK

28.1 Please make sure you know your starting position and go straight to your position.

28.2 Should there be more than 30 karts, position 11 will be placed on the number 1 spot on the grid, 21 on 11 and so on.

28.3 PLEASE CHECK YOUR STARTING POSITION BEFORE ARRIVING at the pre-race grid to speed up the process.

29. DRIVING STANDARDS

- 29.1 No weaving to block competitors from passing
- 29.2 No BUMPING
- 29.3 No verbal or physical abuse towards other competitors, officials or spectators. Should there be any physical abuse, the organisers in conjunction with the Clerk of the Course reserve the right to exclude the competitors on the day from taking any further part.
- 29.4 When entering the pit, drivers to raise their hands to warn competitors behind that they are slowing down to come into the pits.
- 29.5 When leaving the pits, drivers to keep left exiting the pits as fast karts are coming past the pits when drivers are exiting.
- 29.6 Drivers to drive slowly down pit lane: A stop sign at the end of pit lane will be enforced to reduce the speed in the driver, change area.
- 29.7 Any driver found to be acting in bad faith, or in an unsafe manner, can be penalized by the COC, to his discretion, up and to including exclusion from the event.

30. RACE RESULTS

- 30.1 Race results will be posted on the notice board and the official WhatsApp group for MSR4 karting.
- 30.2 Competitors can also download the APP "Race monitor" to view live timing and download results.

31. FLAGS

- 31.1 Races will be started with the waving of the MSA flag.
- 31.2 Yellow Flag:
Accident or obstruction on the track ahead
Slow down and take caution.
NO OVERTKING
- 31.3 RED FLAG:
Stop racing and return to the START LINE before the 2nd Loop.
No public / teammates allowed on track:
Slow down on the red flag lap
- 31.4 Blue Flag:
Faster kart behind wanting to overtake.
- 31.5 Green Flag:
Circuit is All Clear
- 31.6 Black and White (shown together with a number board):
The driver whose number is shown is warned for unsportsmanlike behaviour and placed under observation for the balance of the race in question. See the Clerk of the Course when you return to pits.
- 31.7 Black Flag with orange dot:
Something falling off the kart.
Return to the pits to repair.
Should you not pit after 2 laps, the driver will be shown the black flag.
If your nose cone or rear bumper comes off during a race, competitors will have 2 laps to enter the pits and refit, otherwise a black and orange flag will be shown.
Pit and repair the bodywork.
- 31.8 Chequered Flag
Shown at the end of the race, race over.
Hopefully you are the first competitor to see it 😊

32. NEW COMPETITORS

Should it be competitors first or second race, the competitor will be required to have an X stickered on the back of the helmet to signal to other competitors that it is his/her first/second race.

33. KART DECALS

33.1 Kart numbers to be visibly displayed on the Front bib and Rear Bumpers.

Numbers to be displayed on Both Side Pods.

This is to aid timekeepers and spectators

33.2 There might be requirements to carry event sponsor stickers at events, but these would be small stickers and not overpowering.

34. GENERAL

34.1 No excessive weaving to warm up tyres on the warm up lap

34.2 The warm up lap will consist of the FULL track at all times.

34.3 A pace kart can be used if necessary.

34.4 Security, please be vigilant at all times.

34.5 No spectators allowed in the driver change area during races

35. MAINTENANCE

35.1 Please remember to put chain lube on every session

35.2 Please clean the main jet on your kart on a regular basis. There have been a number of karts with a misfire, and all have been due to dirt in the main jet.

35.3 Clutches

a) One or 2 clutches have created some wear on the crank.

b) MSR4 has a new upgraded clutch with a taper lock system which will prevent this in the future. It is not performance enhancing and only required when changing replacing the clutch. Both versions will be allowed.

c) No lightening of the clutch is allowed.

35.4 It is recommended to run 2 return springs on the accelerator linkage system.

35.5 FOR INFO:

10kg overweight, = 0.5s Slower lap time.

35.6 NEW tyre orders to be placed, Monday before the race weekend

a) All tyres to be collected from MSR4 Workshop

b) No tyres will be brought to the track on race day (Unless specially arranged with MSR4)

c) There has been an increase in price from the supplier, tyres will be R2050 in 2024 per set – Prices Subject to change

35.7 Tyres will be available for collection at the MSR4 for shop

35.8 It is recommended Teams have 2 sets of rims, to avoid the rush of tyre fitment between practice and qualifying. For any further info, please contact:

Clinton Moss

0832301548

Clinton@ccmph.co.za

info@akmc.co.za