



2024

Club Standing Supplementary Regulations

AKC Karting Technical Regulations



Version 1

1 January 2024

Ref: 163183/144

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.

AMENDMENT RECORD

<i>Modified Rule Number</i>	<i>Date Applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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1. GENERAL

- 1.1 For the Club Championships, the Chassis and Equipment will be as per the Relevant 2024 MSA National Karting Homologations / Technical Regulations.
- 1.2 Where older equipment is used in the Clubman classes, and if there is no reference from the Relevant 2024 MSA National Karting Technical Regulations, the AKC Technical Committee will make the final ruling.
- 1.3 Many of the Technical requirements below may not fall into this category and a decision may be sought from the AKC Technical Committee.
- 1.4 Non Gearbox, Pre – Junior Class (Mini Rok and Micro Max), Non Gearbox Junior and Senior classes
125 Gearbox Shifter Class
 - Any current or previously homologated chassis is allowed.
 - Pre-Junior Class Maximum of 95cm chassis.
 - Maximum diameter of rear axle
 - Pre-Junior Class = 25 mm, minimum wall thickness according to as per 2024 MSA Rok Technical Regulations.
 - All other classes = 50mm as per 2024 MSA Rok Technical Regulations.
 - Any brake system must have a valid FIA Karting homologation, alternatively it must be approved by the AKC Executive Technical Committee.
 - Front brakes are not allowed in the Non Gearbox Clubman's classes.
 - Front brakes are compulsory in the 125 Shifter Class.

2. BODYWORK

- 2.1 Bodywork as per the Relevant 2024 MSA National Karting Regulations or in accordance with the homologation of the particular chassis being used.
- 2.2 Plastic bumpers as per 2024 MSA National Karting Regulations or as approved by the AKC Technical Committee on the grounds of safety.

3. TYRES

- 3.1 Slick tyres for all classes with exception of DD2 class must be as per 2024 MSA National Karting Regulations for relevant karting class/category.
DD2 & DD2 Master classes - LeVanto KRT
- 3.2 Tyres for older pre Homologated equipment in the Clubman's Classes, will be determined by the AKC Technical Committee in consultation with the Class Reps whose decision will be final.
- 3.3 Wet tyres: Any current MSA homologated or previous homologated karting tyres as listed MSA Technical Regulations for Rok or Rotax.
- 3.4 Strictly no modifications or tyre treatment allowed.

4. DATA ACQUISITION

Any system, with or without a memory, is permitted and only the reading/recording of the following is permitted:

- the engine revs (by induction on the sparkplug HT cable),
- two indications of temperature,
- the speed of one wheel,
- an X/Y acceleration,
- lap times and position (via magnetic pick up or GPS system)

5. COMPOSITE MATERIALS

Composite materials (carbon fibre etc.) are banned except for the seat, floor tray and chain guard. Alloys from different metals/substances are not considered as composite materials (for example brake disks)

6. PETROL / OIL

6.1 Petrol - Unleaded commercial quality from petrol station, maximum 95 octane.

6.2 Oil - Any commercially available Two Stroke oil.

7. ENGINES

7.1 **Bambino, Kid Rok, Mini Rok, 125 Micro and Mini & DD2 Classes**

As per Relevant 2024 MSA National Rok or Rotax Karting Regulations.

7.2 **Non Gearbox Junior - and Non Gearbox Senior CLUBMANS classes**

- a) Any Homologated or previously homologated TAG or 100cc Engines.
- b) Engines to comply with the relevant 2024 MSA National Rok or Rotax Karting Technical regulations or previously homologated.
Regulations for each specific Class Engine used or to be approved by the AKC Technical Committee.
- c) Carburetion as per relevant 2024 MSA National Karting Regulations for engine used or previously homologated. Any changes from the above must be approved by the AKC Technical Committee.

7.3 **125 Gearbox Shifter Class**

Any Homologated or previously homologated 125 Shifter Engines. – To be approved by the AKC Technical Committee.

8. SPECIFICATION CHANGES

The AKC Executive Committee reserves the right to amend these Regulations and to appoint a Technical Representative or a Technical Committee.