



2024

# MSA National Karting Homologation Regulations



Version 1

1 January 2024

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## REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the amendments, date applicable and a short summary of amendments.

## AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

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## SECTION A

### 1 KARTING SPECIFICATIONS – GENERAL

- a) All Karts are to be raced as supplied, other than as listed below or as stated below for clarification where necessary.
- b) In the event of anything that is not covered either in the published homologation documents which are available on the MSA website, then the general chassis specifications as they appear on the CIK website will apply. This is applicable to ALL chassis including those 750mm to 950mm chassis homologated by the Italian ASN (ACI) or by Motorsport South Africa (MSA).
- c) Detail references can be found on the CIK website and should be used only when not referenced in these regulations.

### 2 CHASSIS

Only homologated chassis as per Appendix 1 may be used.

Technical details of the permitted race equipment are detailed in the class-specific regulations.

## SECTION B

### 1 HOMOLOGATION

Homologation is the identification of equipment or materials used for the purpose of competition in kart racing. It is an official certification made by MSA that a chassis or engine or type of specifically designed equipment has been made and is freely available in sufficient numbers to justify being sanctioned for racing in one or more class.

- a) Classes are classified either **restricted** (where only one or two make/models of engine and/or chassis are permitted) or **unrestricted**.
- b) Where classes are restricted to one or two chassis or engine makes/models or one make/compound of tyre, MSA may impose a maximum retail-selling price for this equipment (including spares) based on the prices, increases and exchange rates submitted by accredited dealers when making application for homologation of this equipment. MSA may permit any set maximum retail selling prices to be adjusted on application from the supplier based on unusual circumstances or unusual variances in the exchange rate.
- c) All competitors are required to have their chassis sealed from the importer. Chassis that are not sealed will not be allowed to enter any MSA sanctioned karting events. Importers will keep a record of all sealed chassis which will be sent to MSA and the appointed Technical Consultants for inspection at all events.

### 2 CHASSIS TYRES AND ENGINES

Applications for homologation of engines, tyres and chassis, to be used in any class, regardless of the status of that class will only be accepted from MSA-accredited importers and karting dealers.

- a) MSA Karting Management Group shall be entitled to terminate the existing homologation of any engine, tyres or chassis with a minimum of one calendar year's advance notice to competitors.
- b) The MSA Karting Management Group shall have the right to invite new applications for engines, tyres and chassis homologation at any time. Each homologation period is valid for a one year period unless otherwise specifically stated. Should an importer have applied for engines or tyres homologation in the previous 3-year moratorium cycle, after the 3 year cycle has ended, the homologation will continue on

an annual basis.

- c) Chassis identification for homologation purposes is by either its CIK homologation document or under a similar MSA homologation document number where no CIK document existed at the time of original MSA homologation.

NOTE: Applications for the homologation period will only be considered for chassis having CIK homologation or locally manufactured chassis/brands to be homologated through MSA, or another ASN in the case of chassis for use by competitors under the age of 13 or having approval in the case of the DD2 class.

- d) Once an engine has been homologated for a class then any changes during that homologation period, be they upgrades, or replacements are only allowed, provided they fit into the norms and standards for that class and provided they conform to any new International Technical Specifications issued by the manufacturer.
- e) A notice period of 90 days may be given to competitors before implementation. Single engine classes must remain exactly that – one engine make formulas. The standard one year homologation cycle continues in all other regards.

### **3 HOMOLOGATION OF LOCALLY MANUFACTURED CHASSIS**

The following requirements must be met:

- a) Produce 10 identical complete chassis of the same model, plus 5 complete chassis for Spares.
- b) Brake system to be CIK approved.
- c) Bodywork must be CIK approved.
- d) All chassis models to have specification drawings as per CIK regulations.
- e) Any changes in design during the homologation period must be within CIK permitted rules.
- f) All chassis must be clearly marked with a homologation plate that conforms to the CIK rules.
- g) All rims to be CIK approved.

### **4 HOMOLOGATION PROCEDURE**

- a) **ENGINES:** - Engines will be homologated on an annual basis 1 January – 31 December

- i) Applications for renewal of homologations for engines must be made no later than **31st May** of the year preceding each new homologation period. For renewal of an existing homologation for an engine the fee is payable on application as per Art 49 d ii. No inspection is required.
- ii) All new engine homologation applications must be submitted to the Karting Management Group by no later than the **31st of March** of the year preceding the homologation period. The following documents must be submitted with the homologation application:
- A completed homologation application form available from [msa@motorsport.co.za](mailto:msa@motorsport.co.za)
  - Proof of payment of the application fee refer Art 54 d ii.
  - Engine Specification Sheets

Once interim approval has been granted by the Karting Management Group the following process will must be complied with:

- The importer must provide documented proof of having imported 5 units plus adequate spares.

- Once the engines been imported, an inspection will be carried out by the Technical Delegate of the Karting Management Group.
- Final approval will be subject to compliance of the inspection, as well as payment of the Homologation fees as in Art 54 d ii.

**b) CHASSIS:** - FIA Chassis brands will be homologated on an annual basis 1 January – 31 December. This applies to new applications and renewals.

i) All new chassis homologation applications must be made to the Karting Management Group before 30 September of the preceding year. The following documents must be submitted with the homologation application:

- A completed homologation application form available from [msa@motorsport.co.za](mailto:msa@motorsport.co.za)
- A letter of appointment as a distributor from the Chassis Manufacturer
- Proof of payment of the application fee as per Art 49 d iii.
- FIA homologation documents

ii) Once interim approval has been granted by the Karting Management Group the following process must be complied with:

- The importer must provide documented proof of having imported 10 complete chassis and the required spares package of R1 000 000.00
- Once chassis and spares have been imported, an inspection will be carried out by the Technical Delegate of the Karting Management Group.
- Final approval will be subject to compliance of the inspection, as well as payment of the Homologation fees as in Art 54 d iii.

iii) All existing brand renewal will need to provide proof of a minimum of 5 new chassis imported per annum, 1 January to 31 December for each year. This proof must be submitted to the Karting Management Group by the 30 November each year.

iv) MSA reserves the right to extend the homologation of any specific FIA brand chassis previously homologated, in the absence of an application from an accredited dealer.

v) 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/FIA approved chassis brand.

**c) CADET, MICRO AND MINI CLASSES**

i) For new engines not presently homologated for the Cadet, Kid Rok, Micro, or Mini Max Classes in such cases, one example of an engine must be submitted for inspection together with a list of retail prices plus increases for the period of homologation for the complete engine as well as all spare parts.

ii) In addition, all technical specifications and drawings must be submitted.

iii) If acceptance of the application is granted, final homologation will only be granted once a total

of 15 engine units plus adequate spares has been made available for inspection (including the original).

iv) The fee is **R3000.00** (excl. VAT) plus inspection costs upon inspection for engines.

**d) SUMMARY OF HOMOLOGATION FEES,**

i) TYRES: -

Homologation Application Fees:	<b>R3000.00</b> excl VAT per brand and compound
Homologation Testing Fees:	<b>R3000.00</b> excl VAT per brand and compound
Homologation Approval Fee:	<b>R3000.00</b> excl VAT per brand/compound plus <b>R3000.00</b> excl VAT per class
Homologation Renewal Fees:	<b>R1000.00</b> excl VAT per class annually

ii) ENGINES: -

Homologation Application Fee:	<b>R3000.00</b> excl VAT
Homologation Inspection Fee:	<b>R3000.00</b> excl VAT, per make/model, plus expenses
Homologation Approval Fee:	<b>R3000.00</b> excl VAT per class
Homologation Renewal Fee:	<b>R1000.00</b> excl VAT per class annually

iii) CHASSIS:- NEW APPLICATIONS ONLY

Homologation Application	<b>R5800.00</b> excl VAT per brand
Homologation Inspection	<b>R5800.00</b> excl VAT per brand, plus inspection costs
Homologation Approval	<b>R5800.00</b> excl VAT, per brand
Homologation Renewal Fee:	<b>R4950.00</b> excl VAT per brand annually

iv) If an Importer/Dealer fails to pay the homologation renewal fees by 28 February during the homologation year. A late penalty fee of R5000.00 will be added to the original amount. If the amount has not been paid by 1<sup>st</sup> April, the relevant homologation will be withdrawn and the dealer/importer will be removed as an importer and will not be allowed to apply for a new homologation of a chassis, tyre or engine for a TWO year period. Should a homologation be withdrawn, competitors will be allowed to race under private homologation for a minimum of one year.

e) **HOMOLOGATION FOR PRIVATEERS** - In the event of no accredited dealer making an application to extend the homologation of an engine/or chassis homologated for the previous period nor MSA extending its homologation, an application may be made by a competitor, provided the owner can satisfy the MSA Karting Management Group that the chassis or engine was in South Africa prior to the expiry date of the previous homologation period.

In these circumstances the authorisation of homologation is restricted to that numbered chassis/engine of the named owner.

In such instances a fee will not be levied. Chassis or engines homologated by privateers for preceding homologation periods in terms of previous regulations may be extended as well in terms of these regulations.

f) **TYRES** - The homologation of competition tyres per class are the preserve of the MSA Karting Management Group.

The application procedure and dates will be the same as applied for engines.

## 5 GENERAL

The MSA Karting Management Group reserves the right at any time to homologate kart racing equipment and wearing apparel outside of what is specified in these regulations. In such instances, MSA Karting Management Group will, at the time, determine the homologation fee, inspection costs and the period of homologation.

MSA Karting Management Group reserves the right, without obligation to any accredited dealer or individual MSA licence holder, to determine, modify or extend any homologation period at any time by notification in writing to that effect, as from the date stated in the said notification.

Furthermore, the MSA Karting Management Group is not bound to assign any reason whatsoever for any decisions in connection with homologation of racing kart equipment and wearing apparel.

## 6 HOMOLOGATED CHASSIS BRANDS

Refer to Appendix 1 for all approved chassis on [www.motorsport.co.za](http://www.motorsport.co.za)

**Chassis which do not appear on the above list will NOT be permitted to participate in any club, regional or national event, unless privately homologated in terms of Sec N 55 e) above.**

## 7 HOMOLOGATED ENGINES

Engines which do not appear on the below list will NOT be permitted to participate in any club, regional or national event until homologated.

### a) **ROTAX CLASSES** Regional - current MSA Karting Specification Sheet published on [www.motorsport.co.za](http://www.motorsport.co.za)

- Cadet Class - Comer Model C50 and CX52 engines complying with the current Specification Sheets.
- Rotax 125 MICRO MAX and MINI MAX - 125 ROTAX complying with the Rotax Max Challenge Technical Regulations as well as supplementary technical regulations for the current year.
- 125 JUNIOR MAX - 125 Junior MAX complying with the Rotax Technical Specifications.
- ROTAX Senior MAX Class - ROTAX 125 MAX complying with the Rotax Max Challenge Technical Regulations
- ROTAX DD2 - ROTAX 125 DD2 complying with the Rotax Max Challenge Technical Regulations
- Rotax DD2 Masters Class - ROTAX 125 MAX DD2 complying with the Rotax Max Challenge Technical Regulations

### b) **ROK CLASSES** - technical information which can be found on the MSA Website [www.motorsport.co.za](http://www.motorsport.co.za)

- KID ROK & MINI ROK Class - As per the technical regulations
- OKJ - Vortex direct drive DDJ engine. As per the technical regulations
- OK-N – Vortex As per the technical regulations
- KZ2 – As per the technical regulations

## **SECTION C**

### **1 PROCEDURES TO INTRODUCE A NEW CLASS**

An accredited importer wishing to have a new class considered must: -

- a) Obtain a letter from clubs in each Region confirming that said clubs are willing to have the proposed new class demonstrated.
- b) The importer will own 5 units; which units may only be demonstrated and may not be sold.
- c) Once demonstrations at Clubs in each Region with at least 5 karts is successful and after receipt of competitor feedback and snags list (if any) and a survey of competitors to be shared with the Clubs in each Region where the demonstrations took place has been completed, with not less than Four clubs in Three regions supporting same, then: -
- d) The importer may apply for homologation of the class for use at club level only; once this has been approved the importer may proceed to sell engines.
- e) Competitors buying into this class/s must sign a disclaimer that MSA is not under any obligation to elevate said class/s beyond club status, nor responsible for the success or lack thereof even at club level.
- f) Based on interest and volume a regional committee may consider regional status after one (1) completed and successful year at club level.
- g) The applicable homologation renewal cycle will apply thereafter.

### **2 ACCREDITED IMPORTERS**

- a) An annual renewal fee of R4950.00 (excl. VAT) is payable on application for renewal of the chassis homologation per brand. An annual renewal fee of R1000.00 (excl. VAT) is payable on application for renewal of the tyre and engine homologation.
- b) Ensure all accredited importers and local manufacturers are on the MSA mailing list.
- c) Extend invitations to any consultative meeting held by MSA Karting Management Group as may be deemed necessary.



**SA ACCREDITED KARTING IMPORTERS LIST**

<b>COMPANY</b>	<b>CONTACT DETAILS</b>	<b>HOMOLOGATED EQUIPMENT</b>
BENONI SPORT & BUSINESS PARK (PTY) LTD	Fabienne Lanz Cell : 079 525 8772 Email: fabiennerracing@hotmail.com Philip Swanepoel Cell : 082 777 8368 Email: info@formula-k.co.za	Importers and Distributors of Formula K products, Accessories and Spares. Importer and Distributor of TM engines
ED MURRAY RACING CC	Jennifer Verhuel Cell: 082 294 7485 Tel: 012 384 2303 Email: info@kart.co.za Website: www.kart.co.za	Importers and Distributors of CRG and Top Kart Chassis, 52cc Comer Engines. AIM Mychron timing systems and other quality karting accessories.
FOR THE WIN MOTORSPORT	Gary Lennon Cell: 072 853 8520 Email: garylennon1@yahoo.com Website: www.ftwmotorsport.com	Importers and distributors of Tony Kart, Kosmic, Lando Norris and Exprit Chassis. Vortex Rok engines and spares. MIR, FeeM, Unipro, Greyhound seats and CZ Chains. Levanto tyres. Tillotson engines and chassis.
FULLGAS	Leon Hill Cell: 082 603 0663 Email: sales@fullgas.co.za <a href="mailto:Leon@rskart.co.za">Leon@rskart.co.za</a>	Importer and Distributor of RS and Praga Chassis and Spare Parts
I-CUBED DISTRIBUTION (PTY) LTD	Brandon Whitley Cell: 081 497 9788 Email: info@icubedcapital.co.za  Imraan Kajee Cell: 072 414 5252 Tel: 011 888 0027 Email: imraan@icubedcapital.co.za	Importer and Distributor of Parolin Chassis and Spare parts
RICCIARDO KART SA	Neil Smith Cell: 082 886 2444 Tel: 011 849 8495 Email: sales@ricciardokart.co.za Website: www.ricciardokart.co.za	Importers and Distributor of BirelArt Karts, Ricciardo karts and Freeline spares. Service centre, kart preparation, race kart rentals and arrive and drive packages

SQUADRA CORSE	Mpho Elijah Gumbi Cell: 083 536 8694 Email: mpho.g@squadracorse.co.za Unit C1, Zwartkops Raceway	Importer and Distributor of Fernando Alonso, DAP and Kart Republic Chassis
EPIC KARTING	Tom Martens Cell: 072 085 4274 Email: race@sodikart.co.za info@checkpointmotorsport.co.za Old Balgowan Farm, R103, Howick 3275 Website: www.sodikart.co.za Website: www.checkpointmotorsport.co.za	Importer and Distributor of Sodi Chassis