

BORDER
KARTING CLUB
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2025

Club Standing Supplementary Regulations

Border Karting Championship



Version 3

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INDEX:

1. CONTROLLERS
 2. VALIDITY OF THESE REGULATIONS
 3. AIM OF THE CHAMPIONSHIP
 4. ELIGIBILITY OF DRIVERS
 5. ELIGIBILITY OF CHASSIS
 6. ELIGIBILITY OF ENGINES
 7. TYRES
 8. WEIGHT
 9. CLUBMANS "CLASSES"
 10. CLUBMANS 4 STROKE INVITATIONAL CLASSES
 11. 4 STROKE 212CC ENDURANCE CLASS
 12. MICRO AND MINI CLASS
 13. COMPETITION NUMBERS
 14. RACE DISTANCE
 15. QUALIFYING & GRID POSITIONS
 16. STARTING PROCEDURES
 17. POINT SCORING
 18. CHAMPIONSHIP EVENTS
 19. NUMBER OF RACES SCORING TOWARDS THE CHAMPIONSHIP
 20. ANNOUNCEMENT OF POINTS AWARDED
 21. AWARDS
 22. SEPARATION OF TIES
 23. ELIGIBILITY OF 2024 BORDER KARTING CHAMPIONSHIP
 24. DECLARATION OF CHAMPIONS
 25. UNDERWEIGHT PENALTIES
 26. CHICANE PENALTIES
 27. ENGINE SWAPPING
 28. DRIVER CONDUCT
- ADDENDUM A

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>
4.1	Immediate effect	3 April 2025	Wording deleted and added
Addendum A – Carburettor	Immediate effect	20 March 2025	Wording deleted and added

All race meetings shall be held under the 2025 General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's) of Motorsport South Africa (MSA), these Club Regulations, the event Supplementary Regulations (SR's) and any applicable Circulars of MSA for Enduro.

1. CONTROLLERS

Will be the Sporting Committee of the BMSC, who have delegated these powers to the Committee of the Karting Section of the BMSC.

2. VALIDITY OF THESE REGULATIONS

Applicable for the calendar year of 2025.

3. AIM OF THE CHAMPIONSHIP

To declare a BMSC - Karting Club Champion in each of the following categories, all the provisions of the Regulations and Specifications contained in this document have been complied with:

- **50cc Bambino Class**
- **Micro & Mini Class**
- **4 Stroke 212cc Endurance Championship**
- **4 Stroke championship (Mini, Junior, Senior and Masters)**
- **125cc Clubmans Class (Junior, Senior, and Master)**
- **ROTAX DD2**

4. ELIGIBILITY OF DRIVERS

- 4.1 All eligible drivers must be in possession of a minimum of a current MSA Club **Circuit racing Karting** competition license valid for **car kart** racing, as appropriate and who are members of the BMSC – Karting Club.
- 4.2 **Age Limit for Bambino Class:** As per the 2025 MSA National Karting Regulations.
- 4.3 **Age Limit for Micro & Mini Class:** As per the 2025 MSA National Karting Regulations.
- 4.4 **Age Limit for Clubmans Classes:** Open to all drivers from the year of their **12th birthday racing in either a Jnr Max, Jnr Rok or 100cc Kart (Jnr Clubmans)** and from the year of their **14th birthday racing in either a 100cc Kart, SNR Rok, or Rotax Snr Max. Super Rok from the year of their 15th birthday. (Senior & Master)**
- 4.5 **Age Limit for Rotax DD2:** As per the 2025 MSA National Karting Regulations.
- 4.6 **Age limit for 4 stroke mini class:** Open to drivers from the year of their 8th birthday, up to, and including the year of their 13th birthday.
- 4.7 **Age limit for 4 stroke Junior class:** Open to drivers from the year of their 12th birthday, up to, and including the year of their 17th birthday.
- 4.8 **Age limit all other 4 stroke classes:** Open to all drivers from the year of their **12th birthday doing lap times of 50 seconds and faster.**

5. ELIGIBILITY OF CHASSIS

- 5.1 **Bambino Class:** As per the 2025 MSA National Karting Regulations.
- 5.2 **Micro & Mini Class:** As per the 2025 MSA National Karting Regulations.
- 5.3 **Clubmans Class:** Only CIK approved or previously approved chassis as well as any MSA approved or previously approved chassis as per the 2025 MSA National Karting Regulations will be permitted.

- 5.4 **ROTAX DD2:** As per the 2025 MSA National Karting Regulations
- 5.5 **4 Stroke Mini Class:** Any typical mini non gearbox kart chassis that could conform to current or previous MSA Karting regulations may be used.
- 5.6 **4 Stroke Junior, Senior & Master Classes:** Any typical non gearbox kart chassis that could conform to current or previous MSA Karting regulations may be used.

6. ELIGIBILITY OF ENGINES

- 6.1 **Bambino Class:** As per the 2025 MSA National Karting Regulations.
- 6.2 **Micro & Mini Class:** Mini Rok, Micro Max, Mini Max - As per the 2025 MSA National Karting Regulations.
- 6.3 **Clubmans Class:** ANY FIXED GEAR ENGINE WITH A MAXIMUM CAPACITY OF 125CC CURRENTLY OR PREVIOUSLY HOMOLOGATED BY MSA WILL BE PERMITTED.
(Although engine seals are not compulsory, engines shall comply with the published MSA Technical Specifications).
- 6.4 **Rotax DD2:** As per the 2025 MSA National Karting Regulations.
- 6.5 **4 Stroke Mini Class:** Standard, unmodified Hoffmann 149cc industrial 4 stroke engine, using a X/Y (TBA) Sprocket ratio, must be sealed by either Stephen2 Racing or MSR4.
- 6.6 **4 Stroke Juniors, Senior & Master Classes:** Standard, unmodified Hoffmann 212cc industrial 4 stroke engine, using a 13/48 Sprocket ratio, must be sealed by either Stephen2 Racing or MSR4 Racing. Technical specifications detailed in attached "Addendum A"

7. TYRES

- 7.1 **Bambino Class:** Tyres as per the 2025 MSA National Karting Regulations.
- 7.2 **Micro & Mini Class:** Tyres as per the 2025 MSA National Karting Regulations.
- 7.3 **4 stroke Mini Class:** Only Mojo will be allowed, no wet tyres permitted.
- 7.4 **4 stroke Junior, Senior & Master Classes:** Only Kenda M62 allowed, no wet tyres permitted.
- 7.5 **Clubmans Class:**
SLICK TYRES:
Senior and Master Clubmans class: The only slick tyre permitted will be the VEGA XH3, OR MOJO D2, D3, D4, D5.
Junior Clubmans: The only slick tyre permitted will be the VEGA XH3, OR MOJO D2, D3, D4 or D5.
WET TYRES: Any previously MSA approved / homologated wet weather tyre is permitted for 2025.
- 7.6 **ROTAX DD2:**
SLICK TYRES:
Tyres as per the 2025 MSA National Karting Regulations.
WET TYRES: Any previously MSA approved / homologated wet weather tyre is permitted for 2025.

8. WEIGHT

- 8.1 **Bambino Class:** As per the 2025 MSA National Karting Regulations. (74KG's)
- 8.2 **Micro & Mini Class:** As per the 2025 MSA National Karting Regulations:
Mini Rok – 110KG's, Micro Max – 105KG's, Mini Max – 118KG's
- 8.3 **Clubmans Class:**

100cc Kart	130Kg
Junior Max	140kg
Junior Rok	140kg
Rok Cup	155kg

SNR Rotax Max	160kg
Master Max	175kg
Super Rok	180kg
Super Rok Master	195kg

- 8.4 **ROTAX DD2:** 180kg
- 8.5 **Clubmans invitational 4 stroke Mini class:** 115KG minimum
- 8.6 **Clubmans invitational 4 stroke Juniors class:** 145KG minimum
- 8.7 **Clubmans invitational 4 stroke Seniors class:** 155KG minimum
- 8.8 **Clubmans invitational 4 stroke Master class:** 165KG minimum
- 8.9 **Clubmans 4stroke endurance championship:** 170KG minimum

9. CLUBMANS “CLASSES”

Clubmans shall run together, but will be divided into the following classes:

Junior Clubmans:

For competitors in either Junior Max, or Junior Rok. Weights as per point 8.3 above, age as per 2025 MSA National Karting Regulations.

Senior Clubmans:

For competitors in either Senior Max, Rok Cup, Super Rok, or 100CC karts. Weights as per point 8.3 above, age as per 2025 MSA National Karting Regulations.

Master Clubmans:

For competitors in either Master Max, or Super Rok Master. Weights as per point 8.3 above, age as per 2025 National MSA Karting Regulations.

Competitors shall choose their respective class, be it Senior or Master Clubmans, at their first event of the year, and will compete in that class for the year. If a competitor chooses to switch classes during the year, he will forfeit his points accrued in the respective class up to that point.

10. CLUBMANS 4 STROKE INVITATIONAL CLASSES

Clubmans 4 stroke invitational class shall run as follows, but will be split into the following classes:

Clubmans 4 stroke invitational Mini class:

For competitors with weights as per point 8.5 above

Clubmans 4 stroke invitational Junior class:

For competitors with weights as per point 8.6 above.

Clubmans 4 stroke invitational Senior & Masters’ class:

For competitors with weights as per point 8.7 above and 8.8 above respectively.

11. 4 Stroke 212cc Endurance Championship:

An endurance championship consisting of 2 x 1hr heats on a race day. Minimum of 2 drivers per kart. Minimum of 3 pit stops per heat. Driver changes must take place at every pit stop.

12. MICRO AND MINI CLASS

For competitors in karts complying with points 5.2 and 6.2 above. Competitors shall race a combined race together but will be scored separately. Weights will be as point 8.2 above, age as per 2025 MSA National Karting Regulations.

13. COMPETITION NUMBERS

All competition numbers must comply with the 2025 MSA Specifications relating to positions, size, colour of numbers and number plate colours. All kart numbers will be issued by MSA and must be applied for on the Official 2025 MSA "Number Booking Form".

4 stroke competition numbers are available through the club chairman, vice chairman or secretary. Numbers will need to be confirmed if carried over from last year. The following colour of numbers and number plate colours apply for the 4 stroke invitational classes:

Mini 4 stroke	Black number Yellow backing
Junior 4 stroke	Black number Yellow backing
Senior 4 stroke	White number black backing
Masters 4 stroke	Black number White backing

14. RACE DISTANCE

Races counting towards this Championship shall be run over the following distances:

Bambino Class: Minimum of 6 laps and a maximum of 10 laps or as per the SR's issued by the Organisers for each event.

Micro & Mini Class: Minimum of 8 laps and a maximum of 12 laps or as per the SR's issued by the Organisers for each event.

Clubmans Class: Minimum of 10 laps and a maximum of 20 laps or as per the SR's issued by the Organisers for each event.

ROTAX DD2 Class: Minimum of 12 laps and a maximum of 20 laps or as per the SR's issued by the Organisers for each event.

4 stroke Mini class: Minimum of 8 laps and a maximum of 12 laps or as per the SR's issued by the Organisers for each event.

4 stroke classes: Minimum of 10 laps and a maximum of 15 laps or as per the SR's issued by the Organisers for each event.

4 Stroke Endurance class: : As per the SR's issued by the Organizers for each event.

15. QUALIFYING & GRID POSITIONS

Qualifying

All classes will qualify by means of **either** the “10 (ten)minute” or “3 (three) lap” (1 (one) warm up lap, 2 (two) flying laps) system and will be advised in the SRs for each event. Timing will be by means of an MSA approved transponder timing system.

Grids / Starting Positions

Qualifying will determine the grid / starting positions for heat 1, finishing position in heat 1 will be starting position in heat 2, finishing position in heat 2 will be starting position in heat 3.

16. STARTING PROCEDURES

16.1 Starting procedures as per the 2025 MSA National Karting Regulations or as per the SRs for each event.

16.2 **Bambino class only**: Should a “wet weather” race be declared by the Clerk of the Course; the Bambino class may start a race from pit lane (no warmup lap).

17. POINT SCORING

17.1 Club Champions per respective class will be declared based on the number of points a competitor attains in the course of the Championship year (less discards if applicable).

17.2 Only competitors complying with these regulations may participate and score points in the respective classes. Visiting competitors (from other regions) who comply with these regulations are welcome to participate in any event, but it will be on a non-scoring basis.

17.3 The following point scoring system will apply for all classes:

For classes with three or more competitors:

1st	-	15points
2nd	-	12 points
3rd	-	10 points
4th	-	9 points
5th	-	8 points, etc.

For classes with two competitors:

1st	-	12 points
2nd	-	10 points

For classes with one competitor:

1st	-	10 points
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A competitor must complete 67% of a race in order to score points.

17.4 **Definition of a “Finisher”**: To be classified as a FINISHER in a race, a competitor has to have completed two thirds of the race distance – 67% (rounded down to the nearest whole number of laps).

17.5 Competing drivers who are ineligible for the Championship will be ignored for the purpose of scoring the Championship. The onus rests on the organizers to indicate which competitors should not be scored, should this clause apply.

18. CHAMPIONSHIP EVENTS

There will be a maximum of eight (8) events, each event will generally consist of three (3) races.

19. NUMBER OF RACES SCORING TOWARDS THE CHAMPIONSHIP

All 8 (eight) events (24 (twenty-four) heats) will score towards the Championship. but only a maximum of 22 (twenty-two) races will count, i.e.: a competitor may drop his worst 2 (two) scores (excluding any "0" score resulting from an exclusion from a heat or an event, whether technical or sporting related).

20. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each event will be available from the Secretary of the Karting Section of the BMSC karting Club no later than seven (7) working days following the event. The secretary must receive any objection concerning the scoring, in writing, not later than seven (7) working days following the publication of the scoring.

21. AWARDS

Trophies /awards for each event will be awarded at the discretion of the Organisers.

22. SEPARATION OF TIES

A tie will be resolved in favor of the competitor having the greatest number of race wins, then seconds then thirds etc. If the tie is not resolved then the competitor with the highest position for the last heat of the last event counting towards the Championship, regardless of the "dropped/discarded" points shall be declared the winner. If this is not effective the Controllers shall declare the winner on any basis, they may deem fit.

23. ELIGIBILITY OF 2025 BORDER KARTING CHAMPIONSHIP:

In order for a driver to qualify for the 2025 overall championship, he or she must complete no less than 3 (three) rounds of the qualifying championship races. (At least started in 3 (three) out of 8 (eight) rounds) failing which he or she will forfeit their points accumulated and/or receive trophies at year end prize giving.

24. DECLARATION OF CHAMPIONS

The BMSC – Karting Section Committee (the Controllers) at its sole discretion is responsible for declaring the winners of the Club Championships, or to withhold such declaration.

25. UNDERWEIGHT PENALTIES:

Should a competitor be found to be underweight after a qualifying session, the competitor will forfeit their position and start from the back of the grid. Should a competitor be found to be underweight after a heat, the competitor will be excluded from that heat/race and start from the back of the grid for the following heat.

26. CHICANE PENALTIES:

Should a competitor skip the chicane during a heat, the officials have the right to issue a penalty at their discretion, if an advantage was gained as a result.

Should a competitor skip the chicane on the last lap, after the chequered flag, the competitor will be excluded from that heat.

27. ENGINE SWAPPING:

If a competitor deems it necessary for an engine change during the course of an event, the competitor is to present the new engine to the scrutineer, provided that the engine complies with herein regulations. The competitor will then perform the engine change in park ferme' or scrutineering and leave the engine that came off the kart with the scrutineer for the duration of the race day. No further penalties will be applied, the competitor will keep their previous results and starting positions.

28. DRIVER CONDUCT:

28.1:

Any competitor who disadvantages another competitor, even unintentionally which results in the loss of place(s) during a race will, at the discretion of the Clerk of the Course (CoC), generally be penalised so as to finish behind the competitor that was disadvantaged. More severe penalties will be applied in the case of repeat offenders.

28.2:

The Process for Reviewing Incidents and Applying Penalties:

A written intent to submit an Incident Report must be in the hands of the clerk of the course within 30 minutes of the finish of the race concerned. Should the driver still wish to submit the incident report, then this must be submitted within one hour as per SSR61. Should the COC not have received the written intent to submit the incident report within 30 (thirty) minutes, then no further action will be taken on incident reports received as per SSR 61. However, the Clerk of the Course may request further incident reports outside of this time limit.

The Clerk of the Course reserves the right to refuse to accept incident reports for an incident or incidents.

In this instance, the competitor will be so informed and has the right of protest as per GCR 197.

Border Motorsport Club reserves the right to set up a "Driving Standards committee" who would be tasked to investigate any incidents. Any penalties arising from this will, however, be issued by the Clerk of the Course.

18.6 The Clerk of the Course shall be empowered to make use of yellow / red cards in respect of driver conduct issues, as per the following:

- a) No card (either yellow or red) shall be issued without the competitor being afforded a hearing by the Clerk of the Course.
- b) A yellow card shall have the effect of placing a competitor's driving conduct 'under observation' for the following one (1), two (2) or three (3) races (heats) forming part of the championship.
- c) A yellow card shall have the effect of a 3 (three) place grid penalty for the next 3 (three) heats.
- d) A competitor racing 'under yellow' shall be required to prominently display a supplied yellow decal on both sidepods of his/her kart at all times during the affected races.
- e) If a competitor is found guilty of an offence while 'under yellow' he / she may, following a hearing be issued with a red card.
- f) Should a competitor receive three yellow cards in one season, the COC reserves the right to issue the competitor with a red card.
- g) The effect of a red card is to bar a competitor from taking part in the next full race meeting forming part of the championship.

- h) In the event of the Clerk of the Course deeming a first offence to be sufficiently serious so as to warrant the imposition of an immediate red card, he shall be empowered to take such action.
- i) Card decisions' need not necessarily be made at an event. Following an incident report or protest, the Clerk of the Course may await video footage (or other suitable evidence) after the event before making a decision. The competitor will generally be informed on the day if further evidence is being awaited.
- j) Where a 'card decision' is made on the day of an event, the affected competitor shall have the right of protest to the Stewards of the Meeting (and the right of subsequent appeal).
- k) Where a 'card decision' is made between events, the decision shall only be subject to an appeal in terms of the provisions of GCR 216.
- l) Yellow / red cards issued in one racing season will generally not be carried over into the next racing season, this being at the discretion of the Clerk of the Course. However, competitors guilty of an offence in the last race of the season may be penalised accordingly depending on the severity of the offence.

ADDENDUM A

212cc 4-STROKE TECHNICAL SPECIFICATIONS:

ITEM	INFO
Head thickness	74mm
Combustion cc	22cc
Intake Valve height	46.1mm
Intake Valve Head size	27mm
Exhaust Valve height	64.1mm
Exhaust Valve head size	25mm
Valve springs thickness	1.9mm
Valve springs height	30mm or 34.8mm
Valve spring strength	22lbs
Intake port size	23.1mm
Exhaust port size	23.1mm
Carb size intake side	19mm
Carb size outlet side	24.3mm
Butterfly	19.7mm
Emulsion Tube	1617h
Jet sizes	73 - 78
Stock intake	26.5mm
Carb adapter stock	18.9mm
Bore size	Max of 70.2mm
Stoke of motor	54.9 - 55.4mm
Cam lobes intake	22.1 / 27.7mm

Cam lobe exhaust	22.1 / 27.7mm
Check compression leaver and spring	Done
Flywheel key way stock	3.9mm
stator bolt hole	LC168F / 6.2mm
carb needle	3.98mm
carb needle housing	4.2mm

Carburettor

- Stock air intake
- Air filter must have sponge and inner film inside
- 73 to 78 main jet size may be used
- No drilling out of jets
- No changing of emulsion tube
- No boring out of the carb
- The only aftermarket carbs allowed are the "Hauyi" marked, part no: HY 7.0 ; and "Luksi" marked, part no: UP170 ; these are allowed along with the original Hoffaman carb, marked "SP"
- No other carb from another Hoffman motor may be used.
- Butterfly to remain stock size
- Carb intake spacer to cylinder head not to be match ported (machined)
- Carb pump jet may not to be altered
- No pump jets to be changed

Cylinder Head

- Minimum thickness of cylinder head 74mm
- Combustion chamber minimum of 22cc
- Only original Hoffman head is allowed
- No porting of intake port or polishing
- No porting of exhaust port or polishing
- No spacing of valve springs, no removing intake valve stem seal for less resistance.
- Recommended valve clearance 0.2mm
- No polishing of valves or tampering the angle of the valve stems or head of valves, Cylinder head seats, no special angles to be cut.
- 6 coil valve spring to remain standard

Bottom End

- Restrictors may be removed
- Piston bore size must be 70 mm
- The Conrod may NOT be re-sized or balanced. E.g. no machining or polishing allowed.
- No shifting of timing gear on crankshaft to advance timing or perfecting cam timing
- No cams to be cut Camshafts must be standard, not material may be added or removed.
- Only standard Hoffman camshaft allowed
- Flywheel key-way to remain standard, Fan blade to remain standard
- No slotting of the coil mounting holes is permitted

- Coil leads to remain standard
- Only the Standard spark plug (LG F7TC) or NGK BP6ES

Seals

- Aluminium "REGANA" type seals are disallowed due to tampering