



2024

## WC Regional Standing Supplementary Regulations

### Karting Championship



Version 1

1 January 2024

Ref: 163191/144

## 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 Amendments 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.

**All race meetings shall be held under the 2024 Motorsport South Africa (MSA) General Competition Rules (GCR's), Standing Supplementary Regulations (SSR's), these Regional Regulations, the event Supplementary Regulations (SR's) issued by the promoters/organisers and any APPLICABLE Circulars of MSA.**

## AMENDMENT RECORD

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

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## **1. ADMINISTRATION AND CONTROLLERS OF WESTERN CAPE REGIONAL CHAMPIONSHIP**

### **1.1 CONTROLLERS**

The controllers of the WC Karting Championship will be the Motorsport South Africa (herein referred to as MSA) Western Cape Regional Committee.

### **1.2 AIM OF THE CHAMPIONSHIP**

To declare a Western Cape Regional Karting Championship in each of the following Classes:

- Tillotson Cadet
  - Bambino (C52)
  - Kid Rok
  - Micro Max
  - Mini Max
  - Mini Rok
  - Junior Max
  - OK-J
  - OK-N
  - Senior Max
  - DD2
  - DD2 Masters
  - KZ2
- a) Karting is administered under the provisions of the General Competition Rules of Motorsport SA (GCR's), these Standing Supplementary Regulations (SSR's), the class specific Regulations and other regulations and instructions which may from time to time be issued by Motorsport SA (hereinafter referred to as MSA) and the Supplementary Regulations published for each particular kart competition.
- b) Where there is a contradiction between the GCR's and these SSR's the latter shall take precedence.
- c) NB: The SSR's applicable to circuit racing do not apply to karting, except in cases where kart racing is held in conjunction with car and/or motorcycle racing. In terms of GCR 84 (i), individual event supplementary regulations (SR's) may not conflict with these SSR's.
- d) These Standing Supplementary Regulations may generally only be amended for safety reasons or because of force majeure.

### **1.3 ELIGIBILITY OF DRIVERS**

- a) The Championship shall be open to all driver's resident within the area controlled by MSA Western Cape Regional Committee as well as any other suitably licensed Competitor not taking part in any other MSA—sanctioned Regional Karting Championship series/event for reasons acceptable to the MSA Western Cape Regional Motorsport Committee.
- b) Only Competitors with a valid MSA Regional, National and International competition karting license are eligible for this championship.
- c) In order to be issued with a licence, competitors must be able to provide proof of current membership of an MSA affiliated karting club.
- d) Class applicable ages and weight limits are as per the 2024 MSA National Regulations for Rok and SARMC Rotax Sporting and technical. For Bambino refer Art 12 of these regulations.

#### **1.4 ELIGIBILITY OF EQUIPMENT (Engines & Chassis)**

As per the 2024 MSA National Regulations for ROK, SARMC Rotax and Bambino Sporting and Technical regulations and the approved MSA technical specifications/homologation sheets for engines, chassis and tyres.

It is mandatory for all ROTAX engines being used in the WC Regional Karting Championship to be sealed by Rotax engine builders.

#### **2. CLASSIFICATION OF COMPETITIONS**

Refer to GCR's 39 - 43, 50 and 56 - 61.

#### **3. ORGANISING PERMITS**

An application for a permit for a kart competition must be made in accordance with GCR 78.

#### **4. CIRCUIT**

**Where the CIK circuit specifications are not used the following obligatory circuit installations will apply:**

- a) Pits - The pits shall be fenced and protected as are other enclosures and shall have a firm surface. The entry to the pits from the circuit shall be immediately preceded by a chicane or bend to reduce the speed of a kart substantially. The width of the lane after the chicane shall be less than the width of two karts. There shall be an entrance to the circuit from the pits, controlled by officials.
- b) Pre-race paddock - There shall be an area in which karts can be assembled prior to a race. The pre-race paddock must be able to accommodate at least 34 karts. A line is to be painted across the pit road at a reasonable distance after the exit from the pre-race paddock but before entry onto circuit, to indicate the end of the pit lane.
- c) Weighing area - A covered, controlled area must be provided adjacent to the pit entrance for the weighing of karts. The entry lane leading to the weighing area, and the weighing area itself, must be controlled and access must be restricted to officials and relevant competitors only.
- d) Parc Ferme - The Parc Ferme shall be immediately adjacent to the weighing area or connected to it in a manner capable of being controlled. Access to this area is restricted to accredited competitors and officials only.
- e) Access - Access to all enclosures, and to the circuit, shall only be by means of controlled entrances.
- f) 25-metre line - A yellow line of 100mm to 150mm width must be painted across the width of the circuit 25 meters before the start line.
- g) 90-metre line - A RED line of 100mm to 150mm wide must be painted across the width of the circuit not less than 90 meters before the start line.
- h) Starting Grid – Two pairs of continuous white lines, marking lanes 2M wide with an ideal minimum of 2M separating the two lanes must be painted for a maximum distance of 90M prior to the start line and with due consideration to the limitations of the circuit. (See FIA CIK Karting Appendix 10 for more details)
- i) The maximum number of starters will be 34, unless otherwise stated on the circuit license.
- j) The timekeeping, lap scoring, public address and secretarial areas must afford protection from the elements and be suitable for the intended purpose.

## **5. THE FOLLOWING EQUIPMENT IS MANDATORY FOR ALL EVENTS**

- a) Signalling equipment as follows:
- b) For the Clerk of the Course (or his designated flag issuing official):  
Red flag, white flag, black flag with orange circle, black flag. Flag divided diagonally into black and white halves and a blue flag with red diagonal cross. A set of white, non-reflective numbers with a recommended size of not less than 300mm high by 170mm wide with a 30mm stroke, which can be suitably mounted to be visible to competitors on the circuit. As an alternative, the numbers may be written clearly on a blackboard with white chalk or alternatively a white board and non-permanent marker.
- c) A public address system available to the Clerk of the Course and/or the Chief Paddock Marshal for communication with competitors (a hand-held megaphone is acceptable as a minimum).
- d) For each Flag Marshal:  
Flags as per Appendix "H" of the MSA Handbook, and where applicable ART 19 of these regulations.
- e) For the Starter:  
MSA flag, black and white chequered flag, green flag with yellow chevron (to signify a false start, positioned with the Marshals at turn 1, who will display under instruction of the Chief Marshal) blue flag, and blue flag with red diagonal crosses (to signify to a competitor that he or she has been/is about to be lapped) and a lap display board for showing the competitors the number of laps remaining in the race. A starter's sheet, under the control of the Secretary of the Meeting.
- f) For the Chief Paddock Marshal:  
A shrill whistle or hooter. If their use has been approved by MSA, lights may be substituted for the starting flag. One blackboard and chalk or suitable means of writing and displaying notices. A minimum of eight fire extinguishers with a combined capacity of at least 60kg, four of which must be in the paddock in an immediately visible position, the remaining four being strategically placed around the circuit. All extinguishers must bear satisfactory evidence that they are in working order and/or that they have been serviced within the previous 12 months. Circuit cleaning equipment consisting of Shovels, Brooms, Suitable cleaning agent for removing oil (cement may be used provided it is brushed off the circuit after use).
- g) First aid equipment:  
Refer Appendix L in the MSA Handbook.
- h) Official Notice Board:  
The use of a VNB (Virtual Notice Board) will be used (Telegram or Whatsapp), this will be communicated in the relevant race SR's.
- i) Scale of the Day:  
A scale, suitable for the weighing of karts and with a current certificate of accuracy, as well as certified control weights totalling not less than 100kg, which will serve to adjust the scale. A certificate of accuracy must be dated within 60 days prior to the commencement of the event. Note: Any discrepancies on measurements based on the 100kg test weights will be used to adjust the weight of karts taking part in the event accordingly.

## **6. MSA PERMIT ISSUE**

It is a requirement that any competition for karts as described in these regulations shall be held under a permit issued by MSA.

## **7. OFFICIALS**

- a) SENIOR EVENT OFFICIALS: (CoC & Stewards)

A Clerk of the Course applying for an upgrade to an 'A' grade licence must be approved by the MSA Karting Management Group.

b) CHIEF COURSE MARSHAL:

In conjunction with GCR 170 and 171 shall be responsible for:

- i. Ensure that the correct number of marshals are deployed as per the minimum as required according to MSA circuit safety inspection, that the track surface and marking and protective works are maintained in good order throughout the meeting. Ensuring that the firefighting equipment is readily available and correctly sited and that his assistants and the paddock marshals are familiar with its operation. Ensuring that the track-cleaning units are sited at suitable points.
- ii. Supervising the removal from the track of any kart that may have stopped on the track. Karts may not be placed on the top of the tyre barriers. Supervising that all entrances to the track proper are manned and that no unauthorized person comes within this area. Normally more than four assistants will be required and, if enclosures are not surrounded by fencing, there must be Course Marshals stationed at strategic points between all enclosures and the track proper.

c) CHIEF PADDOCK MARSHAL:

To maintain orderly conduct in the paddock and/or pit area. To notify competitors to assemble on the dummy grid prior to each heat or race. To ensure that no competing vehicle goes onto the circuit unless it has been approved by the Scrutineer(s). To exclude any unauthorized person from the paddock and/or pit area.

**8. RIGHTS AND DUTIES OF ORGANISERS / MINIMUM NUMBER OF STARTERS**

Refer to Part VI of the GCR's. In addition, the following rules will apply:

a) Amalgamation of classes may take place in all events if there are less than 10 entries, subject to the proviso that:

- i. KZ, DD2 or any 6-speed karts may never be amalgamated with any other non-gearbox class.
- ii. Tillotson Cadet, Kid ROK and Bambino classes may generally not be combined with each other or any other class, however, refer to the SR's for each event.
- iii. It is permitted to combine Micro Max with Mini Max, and Junior with Senior Max and OKJ with OK-N provided they are scored separately within their own classes.
- iv. Note: The amalgamation does not upgrade any competitor to a higher class and does not serve to help meet the minimum number of starters for any specific class for the purpose of eligibility for championship points.
- v. Should amalgamation of classes take place, competitors so grouped shall remain eligible to receive points they would have been awarded had they competed in their appropriate classes.

b) Padding a class under the guise of amalgamation is not permitted.

c) DD2 and DD2 Masters:

DD2 and DD2 Masters will qualify together and grid for race 1 is determined by qualifying times from fastest to slowest regardless of class (DD2 or DD2 Masters)

- i. A Competitor, who fails to set a qualifying time, will start at the back of the grid irrespective of his/her class.
- ii. DD2 and DD2 Masters scoring when combined will be "class within a class" – so all are scored as DD2 and then re-scored with only the DD2 Masters competitors, both of these classes, so scored, will be eligible to qualify for Regional Championship status.



- d) Amalgamation of other classes:
  - i. Will qualify together and the grid for race 1 will be determined by qualifying times from fastest to slowest in each specific class. As an alternative, provided stated in the SR's a split start between the classes is permitted.
  - ii. A competitor, who fails to set a qualifying time, will start at the back of the grid for his/her class.
  - iii. Instructed to start at the back of the grid would be deemed to be behind the last kart of his/her specific class. (As in (ii) above)
- e) In order for a class to qualify for this Regional Championship status on a given race day, there must be a minimum of six (6) eligible starters – (See definition of starter below) – who can reasonably be deemed to have taken part in the event. Any disputes in this regard shall be adjudicated by the championship controllers as defined in these regulations.
- f) Definition of a 'starter': To be classified as a STARTER, a competitor must cross the start line and activate the timing system in at least one race on the day.
- g) In order for any class to be included in an official race day, there must be a minimum of five (5) eligible starters. For every number of starters less than six (6) the race will be reduced by two (2) laps with a minimum of four (4) eligible starters for junior classes and five (5) eligible starters for senior classes.
- h) Competitors are required to complete at least three (3) continuous practice laps prior to racing – Art 28 of these regulations, or at the discretion of the Clerk of the Course.
- i) A class will be deemed to have achieved the required minimum number of starters, and all races run on the day will score towards the relevant championship, if the class achieved the required minimum number of eligible starters in at least one of the races on the day.
- j) The organizers shall arrange that, in the event of drivers' start positions being determined by qualifying, such shall be carried out in accordance with Art 29
- k) With regard to the changing of drivers/equipment, the organizers may: Permit a change of driver(s) or make of kart or make of engine where permitted by regulations, from that nominated in the program, provided only a change of driver(s) or kart/engine is involved, and not both, and provided the request is made more than 30 minutes before qualifying practice or the first race in the event of there being no qualifying practice, and provided any such permission does not prevent the participation of a reserve entry. A kart shall not be driven by more than one nominated driver during an event or series of heats or races forming one competition except in an Endurance race where more than one driver is permitted as per supplementary regulations.
- l) In the event of a competitor's chassis being damaged beyond immediate repair as the result of an incident during practice, qualifying practice or any race, permit a change of chassis of any make for the following qualifying practice and/or races, provided the Clerk of the Course, in conjunction with the scrutineers, is satisfied as to the non-reparability of the chassis and the circumstances in which it was damaged. Such damaged chassis is to remain in the scrutineering area for the duration of the event. NOTE: Competitors in all classes shall be limited to the use of no more than two engines during any event. These engines are to be nominated and identified at scrutineering.
  - i. The same two (2) engines may not be nominated or used by different competitors, i.e. the inter-use of engines between competitors is not permitted.
- m) The organizers may specify fuel and/or provide fuel/oil and impose control measures as provided for in the SR's.
- n) Where footage is used by officials in the adjudication of any incident, a copy of the footage concerned must be kept for future use.

## 9. PENALTIES

### a) PENALTY FOR TECHNICAL INFRINGEMENTS

- i. Notwithstanding anything stated to the contrary in MSA's General Competition Rules, (Specifically GCR 176) any contravention of the karting technical regulations or specifications will result in automatic exclusion from the relevant race (in circumstances where it can reasonably be assumed that the contravention applied to the specific race only) or from the entire event/race meeting (in all other cases).
- ii. Any component and or kart found not to comply with the technical regulations and specifications must be impounded by the relevant officials. The component may be returned to the competitor if the infringement is capable of being rectified (e.g. axle of kart too wide) but only after an admission of guilt form has been filled in, signed by the competitor and submitted to, and accepted by, the Clerk of the Course.
- iii. It is at the discretion of the Clerk of Course to decide whether to return a non-compliant part, in consultation with the TC/chief scrutineer.
- iv. A competitor removing a part/kart from parc fermé that is deemed to be the subject of a technical infringement, as pronounced by the TC/chief scrutineer, will automatically be excluded from the race concerned (if it is clear that the infringement was only in respect of the particular race) or from the entire race meeting (in all other instances). Any such exclusion shall be final, without the prospect of protest or appeal.
- v. In the event of a dispute concerning any item/component/part not covered in the relevant regulations or specification sheets, the TC/ chief scrutineer in consultation with the Clerk of the Course shall be empowered to make a ruling as to whether or not a contravention exists and, if found that one does, to apply the appropriate penalty.

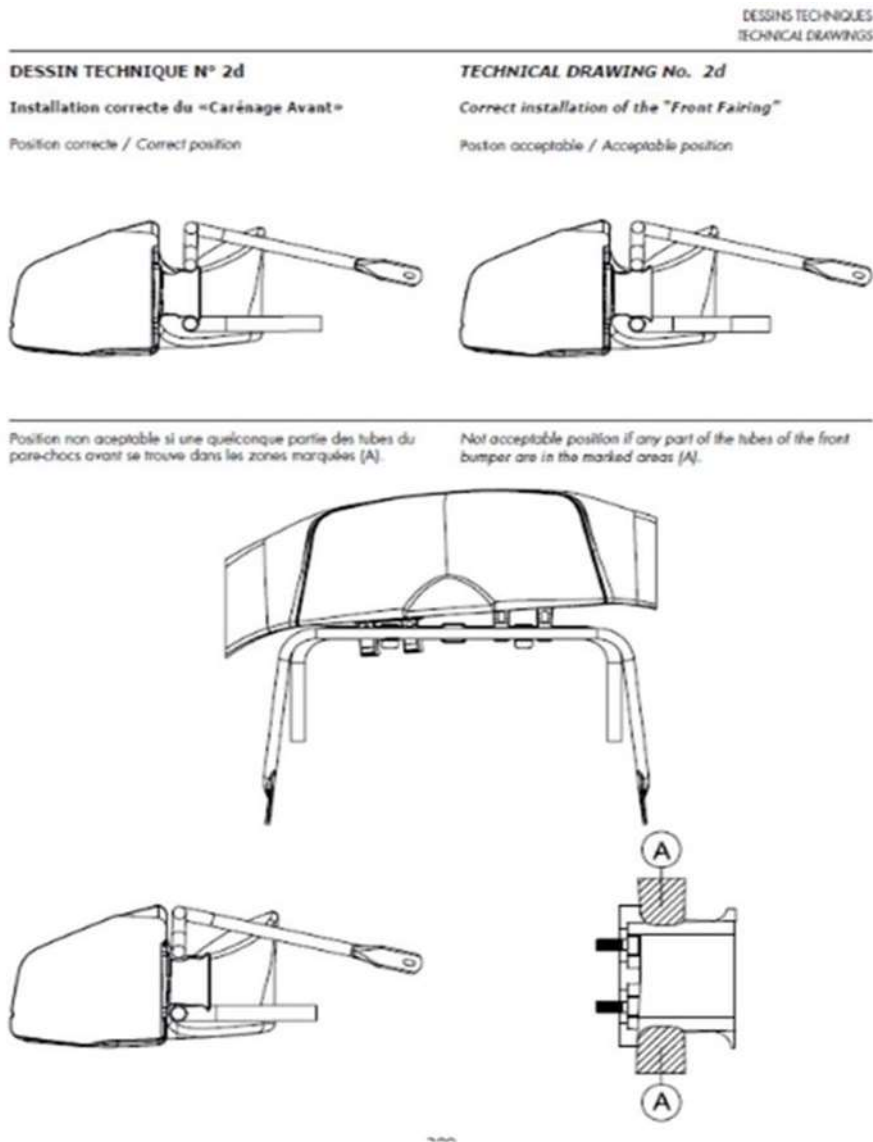
### b) PENALTY FOR WEIGHT INFRINGEMENTS

- i. Competitors and/ or karts found to be underweight will be excluded. The lap times set in the heat will also be disregarded for grid positioning for the next race. Underweight penalties may be used as dropped points. Any competitor that does not weigh will be excluded (and which exclusion cannot be used as a dropped points). Should a competitor be found to be underweight an admission of guilt form will be signed, with no hearing held by the COC. The scale official will submit all underweight admission of guilt forms to the COC, for the penalties to be implemented.

### c) NOSE CONE

- i. The black flag with the orange disc will NOT be shown to a driver if his nose cone is no longer in the correct position. If an official reports that the nose cone on one or more karts is/was no longer in the correct position when the kart enters the exit lane to the scale/weighing area, after a race, in all situations a 5 second time penalty will be imposed automatically on the driver(s) concerned.
- ii. Where a nose cone is dislodged during qualifying the penalty will be the deletion of the competitors fastest time.
- iii. These penalties cannot be protested.
- iv. Should a driver be found to have tampered with/replaced/realigned or attempted to tamper with/replace/realign the nose cone which was not correctly positioned when entering the exit lane or after the chequered flag was waved, the penalty will be exclusion from class competed in with a report to MSA for possible further action. It is NOT permitted to use repaired (e.g. plastic welding, cable ties) nose cones.

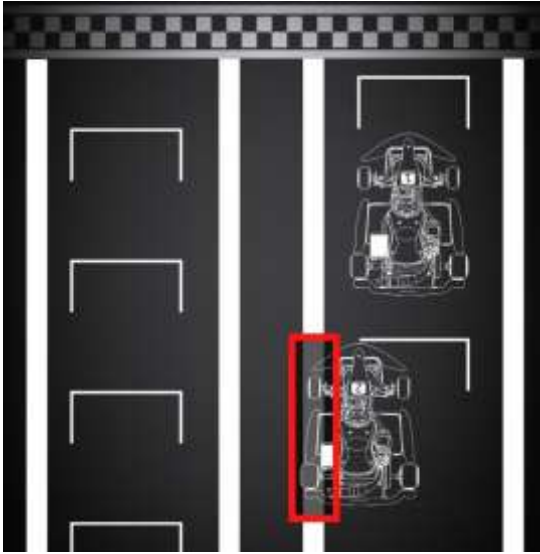
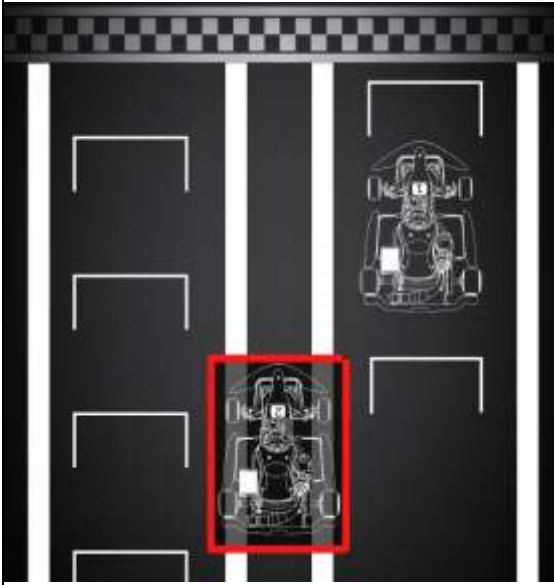
- v. A defective nose cone may allow bumping to go unpunished. If the underside of the nose has worn through at the connection to the vertical front face the nose cone or if any nose cone seam is split open, the nose cone is no longer legal, and the kart should not race. Damage like this renders the nose cone ineffective to the intended design - which is to penalize offenders who bump into their fellow competitors.
- vi. Should there be no stock of any make of FIA/CIK karting nose cone available, a repair may be considered by the TC/chief scrutineer in consultation with the Clerk of the Course, for that event only.



- vii. Photographic evidence submitted ONLY by the Nose Cone official and or any MSA official listed in the event SR's, of the nose cone dislodgement will be sent to the Clerk of Course and will be deemed as irrefutable evidence in the issuing of a penalty.
- viii. Such penalty will automatically be imposed without the requirement for a hearing as envisaged in GCR

- ix. The Clerk of the Course may empower a deputy / assistant Clerk of the Course to issue nose cone penalties without same having to receive instruction from the Clerk of the Course for each infringement.
- x. Notices pertaining to any such infringements will be disseminated via the VNB (Virtual Notice Board)
- xi. Should a competitor's nose cone no longer be in the correct position at the end of Qualifying and/or a race, the penalty applied will be as per the penalty schedule. Notwithstanding the provisions of GCR 175, this decision is non-protest able.

d) PENALTY CATALOGUE

<p><b>FALSE START (Type A)</b> means Kart 2 leaves the marked corridor during launch phase with at least two tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p> <p><b>PENALTY</b> <b>3 seconds</b></p>	
<p><b>FALSE START (Type B)</b> means Kart 2 leaves the marked corridor during launch phase with at least four tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p> <p><b>PENALTY</b> <b>10 seconds</b></p>	

**JUMP-START** means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated after- wards.

**PENALTY**  
**5 seconds**

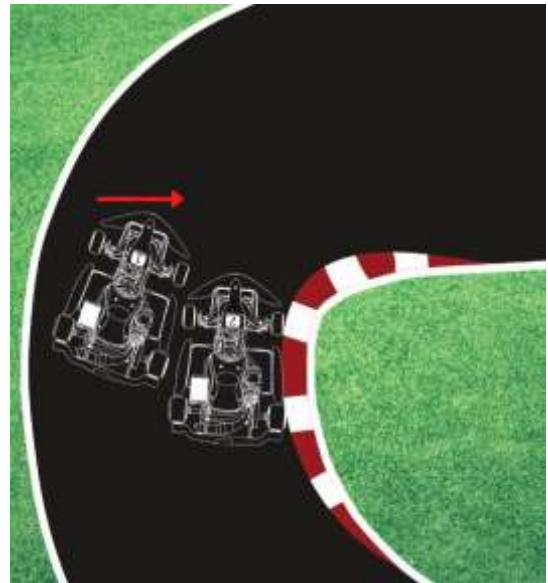


**CUT-IN** means that Kart 1 constricts the drivable section towards the curve center forcing Kart 2 to leave the drivable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to side pod) next to Kart 1.

An advantage is at hand, if (either/or):

- Kart 2 suffers a position loss or drop-out.
- Kart 2 suffers a damage leading to a
- position loss or retirement within the same lap.

**PENALTY**  
**2 positions (No Advantage Gained) 5 positions (Advantage Gained)**



**EDGE-INTO** means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough drivable section (including kerbs). It is irrelevant if Kart 2 is completely or partially next to Kart 1 or if Kart 2 is completely or partially off the track.

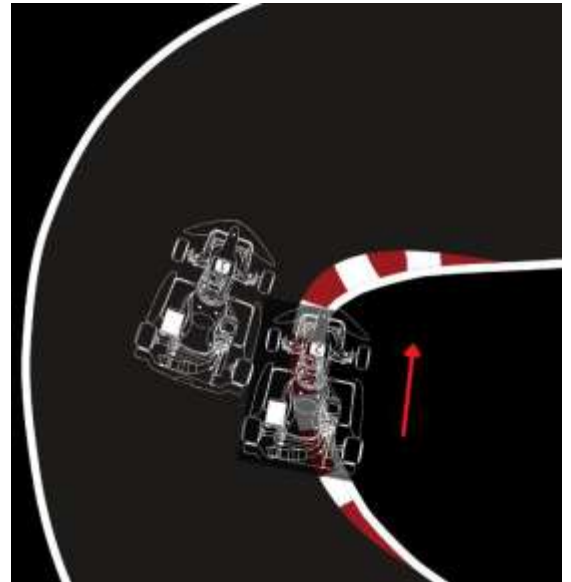
An advantage is at hand, if (either/or):

- Kart 2 wins a position.
- Kart 1 suffers a position loss or drop-out
- Kart 1 suffers a damage leading to a position loss or retirement within the same lap.

**PENALTY**

**2 positions (No Advantage Gained)**

**5 positions (Advantage Gained)**



**PUSH-OUT** means if Kart 1 constricts the drivable section towards the outside line forcing Kart 2 to leave the drivable section either partial or completely.

It is irrelevant if the Karts have touched each other or not.

A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to side pod) next to Kart 1.

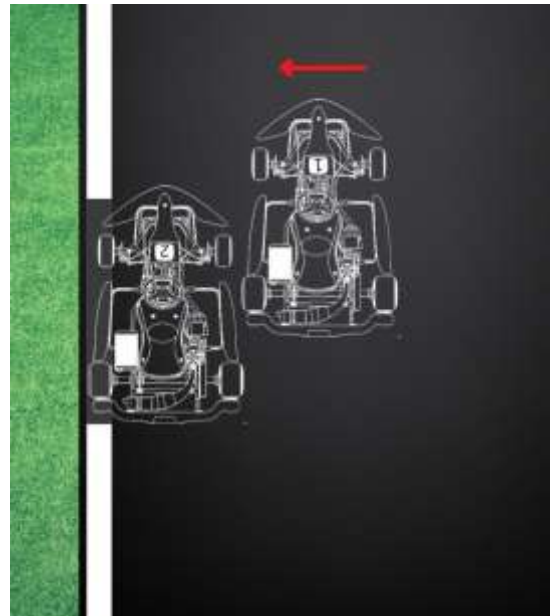
An advantage is at hand, if (either/or):

- Kart 1 wins a position.
- Kart 2 suffers a position loss or retirement
- Kart 2 suffers a damage leading in a position loss or retirement on the same lap.

**PENALTY**

**2 positions (No Advantage Gained) 5 positions**

**(Advantage Gained)**



**BUMP** means that the front of Kart 2 touches the rear of Kart 1.

Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.

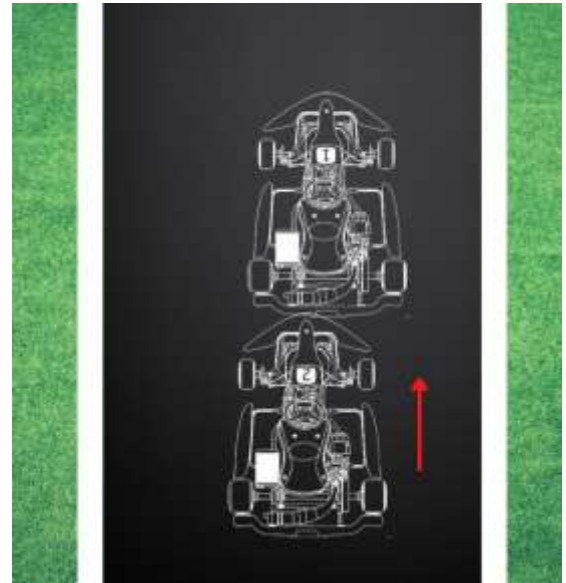
An advantage is at hand, if (either/or):

- Kart 2 wins a position, and the previous order cannot be restored within the same lap.
- Kart 1 suffers a position loss or retirement
- Kart 1 suffers a damage leading in a position loss or retirement within the same lap.

**PENALTY**

**Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior**

**5 positions (Advantage Gained)**



**SHORT-CUT** means that Kart 2 leaves the track completely and returns to the track at a different section.

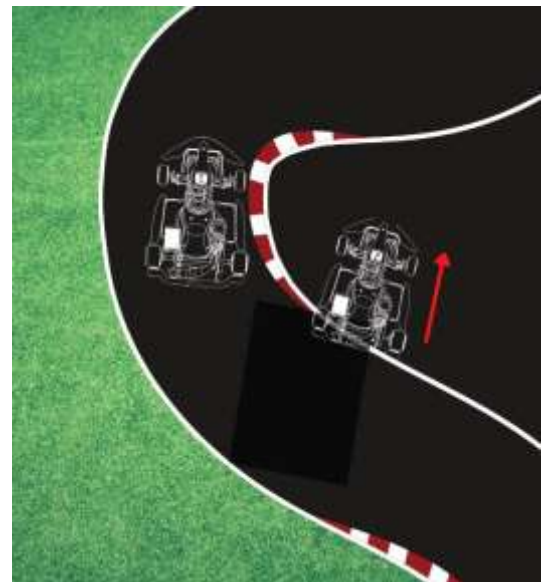
It is irrelevant why Kart 2 has left the track. An advantage is at hand, if (either/or):

- Kart 2 wins a position or gains time which cannot be given back within the same lap.
- Kart 1 or any other is handicapped by the return of Kart 2.
- Kart 1 or any other suffers a position loss or retirement on the same lap by the return of Kart 2.

**PENALTY**

**Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior**

**5 positions (Advantage Gained)**



**ZIG-ZAG** means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width.

It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.

An advantage is at hand, if (either/or):

- Kart 1 acts more than once a time this way within the same race.

**PENALTY**

**Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behavior**

**5 positions (Advantage Gained)**



**TECHNICAL NON-COMPLIANCE** is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not. The only relevant thing is the technical condition at the time of examination.

Typical examples for a technical non-compliance are:

- Under-weight
- Wrong setup (contrary to Class Technical regulations)
- Wrong fuel, oil, ...
- Modified parts etc.

**PENALTY**

**Exclusion**



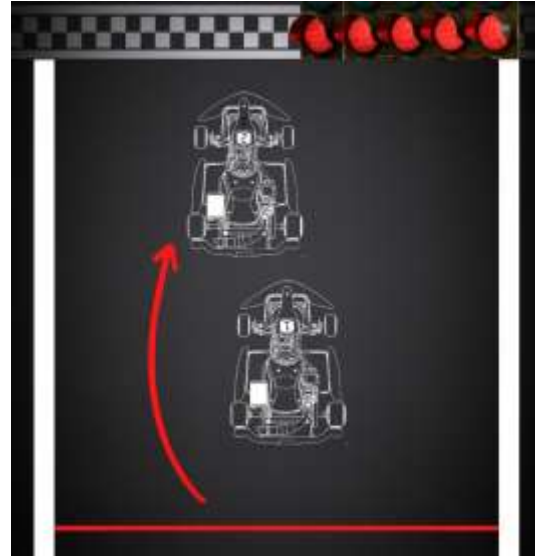


**FORMATION FAULT** is at hand, if Kart 2 improves its starting position unforced during the formation lap after having crossed the “red line”

(and before the start has been released).

**PENALTY**

**5 second penalty**



**FLAG DISREGARD** is at hand, if the driver does not carry out the flag instructions given by either the track personnel or clerk of the course.

It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.

Typical examples of a flag disregard are:

- Overtaking under yellow flag (see diagram).
  - Continuing the race after receipt of black/orange flag.
- etc.

**PENALTY**

**Race Exclusion**

**NOTE: This applies to all flags**



e) ADDITIONAL PENALTY SCHEDULE

**Additional penalty scale available to officials**

DESCRIPTION	PENALTY
<b>i)</b> Driving in a manner incompatible with general safety	10 seconds, Race or race meeting exclusion
<b>ii)</b> Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
<b>iii)</b> Abusive Language, Behaviour or Assault	Race or race meeting exclusion
<b>iv)</b> Failure to attend Drivers' Briefing	Fine of R 500.00
<b>v)</b> Failure to obey an Official of the Meeting	Race or race meeting exclusion
<b>vi)</b> Technical Non-Compliance Report, vehicle, or component ineligible	Race or race meeting exclusion
<b>vii)</b> Underweight and failing to weigh (refer Art 9b)	Race exclusion
<b>viii)</b> Failure to report to Scrutineering	Race Meeting exclusion
<b>ix)</b> Incorrectly positioned Nose Cone - Qualifying practice	Deletion of fastest time
<b>x)</b> Incorrectly positioned Nose Cone - race	5 Seconds penalty
<b>xi)</b> Tampering with or reattaching, or attempting to tamper with or reattach the Nose Cone during or after a timed qualifying session or race	Race exclusion from class competed in with a report to MSA for possible further action.

f) POST RACE SCRUTINY

After either a race or an event, the Clerk of the Course may instruct that karts shall be placed in possession of the promoters/organisers for examination by the Scrutineers / Technical Consultants to determine if they comply with the regulations.

Any kart failing to comply shall be dealt with in terms of the GCR's and Art 9 a) of these regulations. Refusal to submit a kart for scrutiny as directed shall result in automatic exclusion from the entire event and further disciplinary action. Any part found not to comply with the regulations, and which is incapable of being brought back into specification in a permitted manner, will be confiscated by the organisers to prevent its continued use.

## **10. COMPETITORS – ENTRANT REQUIREMENTS**

The following regulations are supplementary to the General Competition Rules of MSA.

The provisions of GCR 22 notwithstanding, in karting should a parent or court appointed legal guardian not be in a position to act as the entrant for his or her minor child, he or she may nominate another parent/legal guardian whose minor child is taking part in the same event/s or, alternatively, an adult competitor taking part in the same event, to act as his/her entrant by proxy. To be valid, any such proxy nomination must be submitted, in writing and signed by the parent/legal guardian appointing the proxy, to the Race Secretary for the relevant event/s prior to the commencement of competition.

An adult competitor may appoint another adult competitor competing in the same event to act as his/her entrant. Subject to what is set out below in order for that appointment to be valid, that appointment must be submitted in writing recording the reasons for the appointment and signed by the adult competitor appointing another adult competitor to act on behalf of his/her behalf to the Race Secretary for the relevant event prior to the commencement of the event.

For the purposes of this Regulation, an adult competitor excludes any person/s or body deemed to be a competitor (as envisaged in GCR 19) as a consequence of being an entrant in terms of GCR 22.

The Stewards and/or the Clerk of the Course shall be entitled to investigate the reasons why a parent/legal guardian and/or an adult competitor is not in a position to act either for himself/herself or for his/her minor child as an entrant. The Stewards and/or the Clerk of the Course shall in their sole and absolute discretion be entitled to accept and/or reject the appointment of either the third party nominated to act for a minor child or an adult competitor nominated to act for another adult competitor.

It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations, and the sporting regulations.

The person having charge of an entered kart during any part of an event is responsible jointly with the entrant and/or separately for ensuring that the provisions are observed.

Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the event.

The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

Entrants, drivers, assistants, and guests must always wear the appropriate identification credentials if these have been provided to them.

## **11. NEW DRIVERS**

New licence holders are required to wear a prominent cross on the back of their helmets for three events in a colour contrasting with that of the helmet to warn other competitors.

Novice day practice is advised to ensure the safety of the new entrant as well as the rest of the competitors. A committee member or class rep may require that an on-track assessment and theoretical presentation be attended prior to a first race entry before being accepted to race. All new drivers need to obtain clearance to race in this class by the appointed Class Rep or committee member, who will do so by observing the competitor during practice and ascertain that the competitor is ready to race. i.e. that they are not a danger to themselves or to other drivers. The class rep or committee member must also be confident that the competitor understands the rules, SSR's and all the flags.

New drivers are to wear a contrasting colour cross on the back of their helmet as well as the rear bumper for their first three racing events.

## **12. AGE LIMITS**

- a) *Bambino*- Open to all drivers from the year of their 5th birthday, to 31 December of the year in which their 9th birthday occurs.

- b) All other class applicable ages are as per the 2024 MSA National Regulations for ROK, SARMC Rotax Sporting and Technical regulations.

**13. SAFETY CLOTHING**

Drivers shall wear, both during official and unofficial practice and during all racing, a properly positioned and secured crash helmet, with splinter proof visor in position. In addition, gloves that cover the hands completely, and a protective one-piece race suit must be worn. Boots and socks must be worn adequate to cover and protect the ankles. For all competitors younger than 13 years of age, suitable neck braces and chest guards are recommended.

a) *SUITS – Karting Suits must have a CIK homologation number or MSA approval.*

b) *HELMETS - All drivers must wear a helmet with efficient and unbreakable protection for the eyes. All helmets must comply with the DOT, SNELL, ECE or CMR specifications approved for the following categories of motorsport, Cars, Motorcycle and Karts. All helmets must have chin protection (Full-face helmet). It is highly recommended that drivers of the age 15 and younger use CMR specification helmets. NOTE: The use of Helmets 10 years after their date of manufacture is not permitted. All labels and markings indicating specifications and date of manufacture must be clearly visible. Event officials may request a competitor to provide proof that the helmet does comply with requirements as set out in this regulation. Drivers must always secure all loose straps or flaps around the helmet base and neck area, including neck brace and overall straps. If doubt exists with officials as to whether a helmet strap is fastened correctly, then the competitor will receive a black & orange flag. Once the competitor has secured the helmet and /or loose straps then he/she will be allowed to return to the circuit.*

**14. DRIVERS BRIEFING**

If it is stated in the supplementary regulations that a drivers' briefing is to be held prior to the commencement of racing, it is compulsory for all competitors to attend. Failure to attend drivers briefing and not excusing themselves may result in a fine of R500.00.

**15. SAFETY PROCEDURES**

a) **ENTERING PITS** - It is compulsory for all drivers to stop and cut their engines at the entrance to the paddock areas. Failure to observe this rule may result in a fine of R750.00.

b) During both practice (unofficial and official) and racing, drivers intending to leave the track to enter the paddocks or pits **MUST INDICATE THEIR INTENTION BY RAISING ONE ARM. THEY MUST LEAVE THE TRACK ON THE SIDE THAT WILL GIVE THEM AN UNINTERRUPTED RUN INTO THE PIT OR PADDOCK ENTRANCE WITHOUT CROSSING THE PATH OF A FOLLOWING KART.**

**16. CONDUCT**

a) All persons shall conduct themselves in an orderly manner. Any disorderly conduct or any failure to obey official instructions or any breach of these regulations by entrants, drivers, or their assistants, shall make the entrant concerned liable to a penalty and/or fine.

All participants must play within the rules and respect race officials and their decisions.

b) All participants must respect the rights, dignity, and value of their fellow participants regardless of gender, ability, physical appearance, cultural background, or religion and take responsibility for their actions.

- c) All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.  
It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It is noted that a basic level of competence is required.
- d) It is the participant's responsibility to declare, prior to any participation in training, testing, or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- e) All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
- f) The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports is promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing, or racing events.
- g) When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations, or conditions, should be asked in the drivers briefing held before each event.
- h) All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
- i) All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.
- j) Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organizers, will be held responsible and liable for their actions.
- k) If the offence occurs during a race, (15j above) the kart and driver concerned may be excluded from the race, or entire event and/or a penalty and/or a fine may be imposed. Failure to report at a specified time shall be a breach of the regulations and may be subject to a penalty and/or a fine.
- l) Wild or disorderly driving shall be subject to exclusion.
- m) Any proceeding, derogatory action, or interference with or against a race official by entrants, drivers, or their assistants shall be considered a breach of GCR 172 (iv) and shall make the entrant liable to a penalty and/or a fine. (Refer to GCR 121 for the definition of responsibility).
- n) Abuse of officials – refer GCR 172 (x).

## **17. DESIGNATED REVVING AREA**

To avoid excessive noise and exhaust emissions, revving the engine in parc ferme is not allowed (except a short function test – 5 seconds maximum)

Competitors are advised that organizers and officials will strictly enforce this regulation and to accommodate those wishing to “REV” or warm up their engines the following points will apply:

- a) “Parc Ferme” is defined as any area or surrounding the pits, access roads, parc ferme’ or pre-race grid.
- b) There is a “REVVING” area at the slip road behind the pits. This is the only place where tests of longer than 5 (five) seconds are permitted.
- c) A fine of R500.00 for a first offence will be imposed for any breach of these regulations. Any subsequent transgressions will be penalised at the discretion of the race officials.
- d) A statement from any signed on official of the event is the only evidence required for the imposition of a penalty.

**18. WITHDRAWAL FROM AN EVENT OR RACE**

Refer GCR 110.

**19 FIRE EXTINGUISHERS**

Each competitor shall be required to present a dry powder fire extinguisher at pre-race scrutiny. The extinguisher must be of at least 1,5kg capacity and be marked in a permanent fashion with the competitor's name and competition number. It must bear evidence of having been serviced within the previous 12 months.

**20. FLAGS**

Flag signals will be per Appendix H and in addition

- a) A green flag with yellow chevron will be used to signal a false start. This flag will be situated at the marshal post at Turn 1 after the start and the entry to the 180's. It will be waved at the instruction of the Chief Marshal.
- b) A green flag may also be used, if necessary, to signal the start of warm up laps, or the start of practice sessions by order of the Clerk of the Course. It is not obligatory that this flag will be displayed after showing the yellow flag to indicate the track is clear of any dangerous situation, provided the supplementary regulations state that the green flag will not be displayed in such situations.
- c) A blue flag with red diagonal crosses used in conjunction with a signal board displaying a competitor's number, will signify that the competitor must stop as he/she has been lapped or is about to be lapped. The use of this flag must appear in the SR's for the event.

**21. TIMEKEEPING AND TRANSPONDERS**

Only timing systems approved by the MSA may be used for all karting events.

- a) Competitors at Western Cape Regional Kart Racing Championships need to supply their own transponders (whether purchased or rented). Transponders will not be supplied by the organisers. Competitors MUST ensure their own transponders are properly charged and fitted. Timekeepers are not responsible for unrecorded times, particularly due to low battery transponders.

**22. VEHICLES - GENERAL**

All karts must satisfy the Scrutineers and/or Technical Consultant of the meeting as to their suitability for racing, considering all details of their design and construction. In addition, it must be evident, both from a static examination and from its behaviour on the track, that a kart will present no hazard to the driver or to other competitors or to spectators. Checks may be carried out at any time to ensure that only permitted chassis are being raced.

**23. 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.

**24. CHASSIS**

Only homologated chassis as per MSA website may be used.

Technical details of the permitted race equipment are detailed in the class-specific regulations. See SARMC Rotax and ROK regulations for details.

**25. HOMOLOGATION OF ENGINES AND CHASSIS**

As per the MSA web-site in respect of SARMC Rotax, ROK and Bambino classes.

**26. TYRES**

- a) The use of wet weather tyres in qualifying or any race/s will not be permitted unless a wet Race or practice is declared by the Clerk of the Course. Likewise, the Clerk of the Course can withdraw authorization for wet weather tyres.
- b) Only one (1) set Dry and or Wet tyres are permitted from the start of qualifying.
- c) Competitors may elect to use new or used tyres for an event.
- d) The number of tyres may be changed at the discretion of the Controllers for a particular class or classes being raced.
- e) Permitted tyre types are as specified in the 2024 MSA National Regulations for Rok, SARMC Rotax and Bambino Sporting and Technical regulations.
- f) The organisers will arrange that each competitors' tyres are marked with his/her race number and class when exiting the circuit after qualifying. The exchanging of tyres between competitors is prohibited.
- g) It is prohibited to use any chemical treatment, or other means, to artificially enhance the performance of tyres used during practice, qualifying or racing. The organisers reserve the right to replace one or more of any competitor's tyres with a substitute tyre of similar wear. Should a tyre be worn to the extent that it is no longer safe for use, the Clerk of the Course in consultation with a TC may require such a competitor to withdraw from further participation in the event so affected.
- h) The only substance that may be used to inflate tyres is normal air (compressed or otherwise). Race organisers shall have the right to require competitors to deflate tyres and re-inflate them under supervision using normal air.
- i) It is permitted for Tillotson Cadet, Bambino, Kid Rok and Micro Max to use a heat gun or other means to remove rubber in between races. This may not be abused to pre-heat tyres before a race and any competitor presenting on the prerace grid with hot tyres will not be permitted to start until sufficient water has been poured over the tyres to cool them down. The onus is on the competitor to cool the tyres to the satisfaction of the officials. NB the organizers have limited power supply so bring your own generator if you intend using a heat gun.

**27. RACING NUMBERS**

Each kart shall be identified prior to scrutineering by opaque flexible plastic number plates affixed to the kart itself and facing front and to the rear.

- a) Number sizes for bibs & rear bumpers:  
Classes less than 99cc engine capacity = 10cm (100mm) minimum height.

Classes greater than 100cc engine capacity = 14cm (140mm) minimum height.

Colours of backing and numbers:

Tillotson & ROK Classes: - Black numbers displayed on yellow backing only will be allowed.

Bambino	numbers 1 to 99	with black numbers on yellow backing
Micro Max	numbers 601 – 699	with black numbers on yellow backing
Mini Max	numbers 501 – 599	with white numbers on blue backing
Junior Max	numbers 401 – 499	with white numbers on green backing
Senior Max	numbers 201 – 299	with white numbers on black backing
DD2	numbers 1 – 99	with white numbers on red backing
DD2 Masters	numbers 101 – 199	with black numbers on white backing

The numbers must be standard font “ARIAL” and in an unbroken colour without borders, edging or shadow. For TV coverage, marketing and timekeeping purposes, all race numbers must be bold upright (no italics) ARIAL font. Script type numbers are not permitted. Neither neon coloured numbers and or backgrounds are permitted.

- b) Competition numbers must be present and legible on the side pods in the same upright bold fonts as above. The backing for the side pods and numbers should be the class colours as above. No other colours are permitted. For TV & marketing, the recommended minimum size for these side numbers is 80mm in height.

- c) NUMBERS 1 -10

The first 10 Racing Numbers in each class e.g.: 1 to 10 will be reserved for the top ten finishers in the previous year’s SA Championship for the class. All racing numbers shall be allocated by and be obtained from MSA on a first come first served basis. Consideration will be given to competitors who actively used the number in the previous season. Numbers not reserved by the first National race of the season will automatically be released. Numbers will not be reserved for non-MSA licence holders. All foreign competitors entering MSA sanctioned events must ensure the number is available on an event-to-event basis. Should a competitor move up a class the number he/she had the previous year will not always be guaranteed for use in the new class.

## 28. PRACTICING

On each day of an event, before racing commences, a definite period or periods shall be allotted for practicing.

- The minimum free practice time shall be one 5-minute session, for each class. All regulations and requirements applicable to racing except for the starting procedure, shall apply to practice.
- Each driver shall complete at least three laps continuous running in practice at each event before taking part in a race. The COC can waive this requirement for an experienced driver
- Classes shall generally practice separately but classes of similar performance may be grouped together where deemed necessary. The proviso in this regard is that the number of karts shall not exceed the maximum permitted for the track. Refer also Art 8.

## 29. RACING – GENERAL REGULATIONS AND FORMAT APPLICABLE TO ALL COMPETITIONS

### **RACE DISTANCE:**

Qualifying races shall be run over the following distances:

Tillotson Cadet/Bambino/Kid Rok      Minimum of 6 laps – Maximum of 8 laps



Micro Max/Mini Max / Mini Rok	Minimum of 10 Laps – Maximum of 12 Laps
Junior/Senior/DD2 & DD2 Masters	
OK-J/OK-N/KZ2	Minimum of 15 laps – Maximum of 20 Laps

- a) In the interest of safety, before a kart proceeds onto the track for timed laps or races, a check shall be made that it has been passed by the Scrutineers.
- b) Only the officially nominated driver shall drive a kart on the track during pre-race practice and racing, except with the specific permission of the Clerk of the Course.
- c) Methods for starting shall be:
  - i. A rolling start for non-gearbox classes, except for Tillotson Cadet and Bambino Class, where a standing start is an option
  - ii. A standing start, with engines running, for gearbox classes. Organizers may use a rolling start provided this is clearly laid down in the SR's for the event. (A 'Le Mans' type start is prohibited).
- d) The Organisers reserve the right to start the Tillotson Cadet and Bambino class under 'Pace Kart' conditions.
- e) For all classes, the karts will be assembled in 2 parallel rows.
- f) The order in which the karts shall start will be determined by: - Qualifying & Grid  
All Classes will qualify by means of either the "10 minute" or "3 lap" (1 warm up and 2 flying laps) system, which will be advised in the SR's for each event. The time of each driver's best lap will count for grid position, the second-best lap time being used to separate any possible ties.  
In respect of the 10 minute timed session, drivers who stop or spin off and cannot restart themselves and who, at that stage have not recorded three timed laps may apply for extra timed laps – at the COC's sole discretion. In this case (timed session), approval of the application for additional timed laps will be at the sole discretion of the Clerk of the Course.
- g) Note: Where qualifying is based on the "10minute session" method, a re-run granted will only consist of one warm-up and two-flying laps.
- h) Karts to be used for a re-run must remain in Parc Ferme between runs under the supervision of a scrutineer, i.e., no work may be carried out between runs.
- i) Each kart will be allocated a starting position on the pre-race grid. The places of non- starters will be left empty, the other competitors retaining their allocated positions.
- j) Protests regarding start positions must be carried out in accordance with Part IX of the MSA Handbook.
- k) Pole position will be on the side of the track corresponding to the inside of the first corner after the start.
- l) The fastest time set in a preceding heat may determine the grid for the subsequent races.

### **30. ROLLING STARTS**

On display of the green flag indicating that karts are under starter's orders, the karts will leave the pre- race paddock and proceed in two parallel rows in grid order directly to the 90 metre steady speed point or complete a lap or part thereof as instructed by the Clerk of the Course.

No further karts will be allowed out of the pre-race paddock onto the circuit once the start signal has been given and the race has begun.

A steady speed point must be indicated by a RED line and/or markers on either side of the track at a suitable point, but not less than 90 meters before the start line, and when the pole position driver reaches this point, he must set and maintain a reasonable and constant speed slow enough to allow the field to form and bunch up and the driver in No 2 position must at this stage without delay position himself level with the pole driver.

The rest of the field must then bunch up in their allocated positions behind the two leading drivers, in two parallel lines. A driver, who is unable to take up his correct grid position prior to the field reaching the 90 meters' steady point, must take up position at the rear of the field.

The No 2 driver must maintain position level or slightly behind the pole driver as they approach the start line. At any point between the 25-meter line and the start line, when the two leading karts are level, or the pole man is slightly ahead and the majority of the field (generally the first 10 karts) is in position, well bunched up and in two parallel lines, the starter may give the starting signal. Until the signal to start is given the entire field will remain in grid order one behind the other and it is forbidden to move either to the left or the right or leave more than one kart length behind the kart in front.

Should the Starter or the Clerk of the Course not be satisfied with the disposition of the field as the leading karts approach the start line, it may be indicated that the field must complete another warm up lap, or a false start may be notified to the drivers by means of showing the false start flag (green with yellow chevron). Drivers will then proceed round the circuit and repeat the starting procedure. Should the start signal have been given and the race has in fact begun, then any competitor guilty of a starting offence may be penalised and will be notified accordingly after the race.

The onus is on each competitor to ensure that he/she complies with the starting procedure. In the event of the pole driver not being able to take up his correct position, the No 2 driver will be responsible for setting the pace from the Red 90-meter steady point. If either of the front row grid positions are vacant as the field approaches the start line, then the starter may start the race based on the position of the remaining front row kart(s) alone.

Note: Any penalty imposed as a result of the above, must be advised to the competitor after completion of the race or heat and must be deducted immediately from the driver's accumulated points for the day following a hearing.

### **31. STANDING STARTS**

On display of the green flag, the karts will proceed at an orderly pace to the dummy or starting grid where they will stop in either staggered or parallel formation as defined in the SR's with engines running and in their allocated positions when the Clerk of the Course will signal the starter to start the race.

Any movement of the kart during the starting procedure (movements while the red lights are on) that is evaluated as a false start will be punished with a minimum 5-place penalty.

If a Driver is unable to start, he must remain in his kart and notify this situation by raising his arm. In this case, an additional Formation Lap may be granted; any Drivers who have been unable to start will be allowed to get out of their karts and restart only by their own means or assisted by a Marshal and once the whole field has passed them. They will not be authorised to regain their original position in the formation and will take the start from the back of it.

No other Drivers will be allowed to occupy the places which have remained vacant. During the Formation Lap(s), it is forbidden to practice start simulations.

If it is necessary to interrupt the starting procedure, the Clerk of the Course will show a waved red flag, indicating to the Drivers that they must cut their engines.

Should the Clerk of the Course be dissatisfied with the disposition of the field for any reason he may send them round for another lap after which they will reform again on the grid.

A place penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence shall be imposed by the Clerk of the Course, should any of the following actions occur which will be classed as starting offences should the start signal have been given:

Starting further forward than the allocated grid position or ahead of the demarcated line will result in the imposition of a penalty as a result of the above and must be advised to the competitor after completion of the race or heat, and the race results must be immediately amended accordingly to allow the driver's accumulated points for the day to be calculated correctly.

### **32. SIGNAL TO START A RACE**

A race shall be started by the lowering of the MSA flag or alternatively by the extinguishing of the red light/s. In the latter case, a red light/s must be mounted directly above the circuit and must be visible from any point on the starting grid.

Illumination of the red light will correspond to the raising of the start flag, being followed by extinguishing of the light/s to start the race. In the use of flag starts, the starter may be positioned beside the track but may not start the race from any position upon the tarmac of the circuit.

The SR's will state if lights are to be used. In the case of a false start, the Clerk of the Course may have the field return to the pre-race paddock and penalise the guilty driver accordingly.

Should the Clerk of the Course allow the field to reform for another lap and a starting offence is again committed, the race will continue, and the guilty party shall be penalised accordingly after the end of the race. Should a penalty be imposed, that penalty will be a place penalty of 5 places for the first offence, then 8 places for the second offence and then exclusion for the third offence.

Any penalty imposed as a result of the above must be advised to the competitor with a hearing after completion of the race or heat and the race results must be immediately amended to allow the driver's accumulated points for the day to be calculated correctly.

### **33. SIGNAL TO FINISH THE RACE**

It is obligatory for the chequered flag to be shown after the last lap board. After receiving the end of the race (or practice) signal, which shall be the displaying of the chequered flag, each driver shall continue at a reduced speed to the paddock entrance.

If, during a race, the chequered flag is inadvertently displayed before the race is scheduled to end, the race will nevertheless be deemed to have ended.

If, during a race, the chequered flag is inadvertently displayed after the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.

**34. CLASSIFICATION OF A FINISHER**

After the winner has received the chequered flag, any driver who has not completed the full number of provided laps, even if he does not finish the race, will be classified according to the number of laps he has actually covered, provided he has completed at least two thirds (67%) of the race distance (rounded down to the nearest whole number of laps). No kart may be pushed over the finish line. For the resolving of Ties refer to point 46b)

**35. REFUELING**

Refuelling during a race is forbidden.

No entrant shall have any one container in the pits holding more than 25 litres of fuel.

**36. STOPPING THE RACE**

Should it be deemed necessary to stop the race due to an accident on the grounds of safety or for any other reason, the RED FLAG shall be shown by the Clerk of the Course and all flag Marshals shall show red flags to indicate the race has been stopped.

All drivers will immediately stop racing and continue slowly to the start line, being prepared to stop at any point if requested to do so by an official. On reaching the start line, the competitors shall be required to stop.

The results will be formulated as follows:

- a) Should less than two (2) laps have been completed the race shall be re-run and the first start declared null and void. Only the original drivers will be entitled to take part in the restart, and they will take up their original start positions. The restart time will be at the discretion of the Clerk of the Course.
- b) Should the race be stopped between laps three (3) and 67% of the total race distance, the race will be restarted based on the finishing order of drivers the lap preceding the stopping. The restart time, if delayed, will be at the discretion of the Clerk of the Course.
- c) Should 67% have been completed it shall be deemed a race and the result will be the finishing order at the end of the lap preceding the stopping.

**37. TELEMETRY / DATA LOGGING / RADIO COMMUNICATION**

Any form of telemetry or radio communication with the kart or driver, while they are in motion on the track, is prohibited, during official practice, qualifying and races. However, data logging for the purpose of later downloading only is permitted.

**38. ON BOARD CAMERAS**

Competitors wishing to carry on-board cameras or any race recording devices:

- a) Recording devices (Go-Pro's) may only be mounted with the standard brackets (as supplied with the unit) to the kart's plastic side pods, nose cone and rear bumper or bib and on top of the radiator. No additional mounting extension between the kart and the recording device is permitted.
- b) A maximum of two recording devices is allowed per kart. It is NOT permitted to mount any device on the outside of helmet.
- c) Ensure these are adequately and securely fitted to their karts for inspection at scrutineering and at any time during an event.
- d) Declare their intention to use a camera on their entry form.
- e) Make available all camera footage to officials on demand

### **39. WEIGHING SCALE**

The weight of the karts shall be adjudged as they crossed the finish line at the end of the practice session or race, i.e. any part lost off the kart after the finish line may be weighed together with the kart.

- a) It is compulsory after qualifying and after each race for all drivers and their karts in all classes to be weighed prior to entering the Parc ferme. The penalty for being underweight is exclusion. – Refer Art 9 b).
- b) Scale of the day will be the instrument to be used. Refer Art 5i)  
THE DISPLAYED WEIGHT IS THE ONLY NUMBER CONSIDERED – NO TOLERANCE OR LATITUDE IS TO BE GRANTED BY SCALE ATTENDANTS
- c) Karts MAY NEVER be driven onto the scale and must always be pushed.
- d) A kart will only be weighed once, and the weight recorded accordingly. Should a competitor be under weight, the kart and driver in question will be asked to stand in a quarantined area with no outside interference. Failure to comply with this requirement will result in exclusion. The competitor will be given the opportunity to weigh again twice more, after all other karts have been weighed.
- e) If a component falls of a kart, between the chequered flag and the scale area - Side Pod, rear bumper etc. the driver or official may retrieve the part as long as it is safe to do so prior to proceeding to the scale. If the driver does not retrieve the item prior to going to the scales the weight of the kart will be taken as is and recorded as such.

### **40. RECOVERY**

In case of a breakdown no outside assistance will be allowed except by the designated recovery vehicle / officials.

### **41. OUTSIDE ASSISTANCE**

No driver may receive outside help on the track once the karts have left the pre-start grid for the start of a race, other than a marshal or race official, in order to assist drivers who have come to a stop to place a kart off the circuit to avoid obstructing other competitors.

Drivers may, however, during the race, enter the pits by the proper method, weigh the kart, receive assistance in the pits and then re-join the race. (ref 41 c)

The starting of engines or pushing of karts is only permitted by the driver concerned when it is deemed safe.

- a) Tillotson Cadet and Bambino competitors may receive outside assistance with the permission of the Clerk of the Course from a limited number of identified parents/pit crew who have been given an introductory marshalling course and are registered as Officials with visibility vests, and signed indemnities.
- b) These Officials must assist all Tillotson Cadet and Bambino drivers and not only their own children, otherwise they will no longer be permitted to assist on track
- c) From the commencement of the official qualifying practice only authorized officials are allowed on the track. The penalty for receiving outside assistance, whether the assistance is solicited or not, unless it is an authorized race official, is automatic exclusion from that race or qualifying.
- d) There is a demarcated area for repairs to karts which does not require karts to cross the scale, competitors may make use of this area DURING RACING ONLY without the necessity of first crossing the scale. Karts entering this area for repairs must come to a complete stand- still prior to returning to the race circuit.

### **42. PROTESTS**

Refer to Part IX of the GCR's.

**43. APPEALS**

Refer to Part IX of the GCR's.

- a) Where a formal appeal (following a protest) arises as the result of exclusion in terms of a contravention of the technical regulations and specifications, the part/s under dispute will be impounded by the relevant officials, sealed, and submitted to MSA Head Office.
- b) Should notice of intention to appeal not have been timeously lodged in terms of the regulations, and the part/s are therefore not impounded, late acceptance of such appeal shall not be considered or granted.

**44. VARIATION OF REGULATIONS**

Any variation of these regulations approved by MSA will be advised by means of issuing Versions of the Standing Supplementary Regulations or MSA bulletin for each event affected by such variation.

**45. POINTS SCORING**

The following point scoring system will apply to all classes at regional events scoring towards the Western Cape Regional Karting Championship:

1st	-	35 points	5th	-	28 points
2nd	-	32 points	6th	-	27 points
3rd	-	30 points	7th	-	26 points
4th	-	29 points	6th	-	25 points etc.

- a) Full points will be awarded to eligible competitors, (irrespective of the number of starters for an event). These points so allocated will be included in the total points scored by the competitors in determining the final championship positions at the end of the year. (Refer Art 8e)
- b) However, in order for the Championship to be declared, the Championship must still meet the minimum criteria in terms of events run with the minimum number of eligible starters per event.
- c) Drivers competing in more than one class will score individually in each class and points gained in one class will not be included with points scored in any other class.
- d) Competing drivers who are ineligible for the Championship will be ignored for the purpose of scoring the Championship. The onus rests on the organisers to indicate which competitors should not be scored, should this apply.
- e) A competitor, who has come under starters orders but fails to qualify as a finisher will receive five (5) points less than the last finisher with a minimum of 0 points.

**46. NUMBER OF RACES SCORING TOWARD THE CHAMPIONSHIP**

- a)
  - i. All races in all qualifying events will score toward the Western Cape Regional Championship. The best 21 race scores will count towards the Championship, i.e. Where more than 21 races are run, the competitor will drop his/her worst race result scores, including any 0 (zero point) score from a race not entered or participated in, but excluding any score resulting from an exclusion from a race or an event. – (Refer Art 9 b).
  - ii. In the event of any class or classes not qualifying for a minimum of 18 races (or as subsequently modified by an MSA Circular) then such class will no longer be eligible for Regional Championship status.

- b) In the event of a tie having to be resolved to declare a winner, preference will be given to 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 score for the last race in the Championship series, shall be declared the winner. If this is not effective, the Motorsport South Africa Western Cape Regional Committee shall declare the winner on any basis it may deem fit.
- c) Points will be allocated as follows based on finishing positions - 35, 32, 30, 29, 28 and so on. Non- finisher 5 points less than lowest placed finisher. A finisher will be deemed to have completed more than 67% of race distance rounded down to the nearest whole lap.

**ANNOUNCEMENT OF POINTS AWARDED.**

Scoring for each event will be available on the Motorsport SA website ([www.motorsport.co.za](http://www.motorsport.co.za)) and any objections concerning the scoring must be received by MSA not later than 7 days following the publication of the scoring. MSA reserves the right to correct clerical errors at any time.

**DECLARATION OF CHAMPIONSHIP**

The Motorsport South Africa Western Cape Regional Committee, at its sole discretion, is responsible for declaring the winners of each Championship class, or to withhold such declaration.

**47. SOCIAL MEDIA**

Social media, including, but not restricted to, Facebook, Instagram, Twitter, WhatsApp etc. is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding MSA, the Championship, the Club, its drivers, and sponsors should reflect the impact social media has. If a competitor is considered to have brought the Championship and/or MSA into disrepute in the opinion of the Championship Controllers, they may be subject to a penalty or disqualification from the championship. Additionally, competitors are reminded that MSA monitor.