



2025

Club Standing Supplementary Regulations

AKMC Karting Championship



Version 1

23 January 2025

Ref: EP 209 - 25

REVIEW AND AMENDMENTS

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

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the updated version, date of approval of the amendment and a short summary of the amendment. The new version of the rules will be published by MSA at least seven (7) days prior to the next event being held unless a shorter notice period is approved by MSA.

AMENDMENT RECORD

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

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

1. CONTROLLERS

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

2. VENUE

All championship rounds will be held at Celso Scribante Kart Circuit, or at any other Kart Circuit approved by the Committee.

3. AIM OF THE CHAMPIONSHIP

To declare the AKMC Club Champion in each of the classes.

4. VALIDITY OF THE REGULATIONS

Applicable for the calendar year of 2025.

5. ELIGIBILITY OF DRIVERS

5.1 The Championship will be open to all AKMC Club members.

5.2 All eligible drivers must be in possession of a current MSA Club, Regional or National Karting Competition Licence.

6. ELIGIBILITY OF VEHICLES

6.1 Chassis: As per the Relevant 2025 MSA Karting Sporting Regulations.

6.2 Engines: As per the relevant 2025 MSA Engine Homologation specification sheet.

6.3 Tyres: For all classes as per 2025 MSA Karting Regulations – homologated tyre per Class.

7. CLASSES AND AGES AND MINIMUM WEIGHT (KART AND DRIVER)

7.1 Ages & weights

7.1.1 Bambino Class

Ages as per 2025 MSA Sporting Regulations.

Weight as per 2025 MSA Bambino Technical Regulations 74kg.

NOTE: The Controllers reserve the right to amend (increase only) the Bambino Minimum weight, depending on the general weight of Club competitors.

7.1.2 Junior & Senior Classes as per the relevant 2025 Class

Ages and Weights refer to relevant 2025 MSA Sporting Regulations.

7.1.3 Any other specific classes within the Clubman's classes, e.g. Rok / Rotax Classes etc.
Ages and Weights as per relevant 2025 MSA Sporting Regulations.

7.2 Classes

7.2.1 Bambino

7.2.2 Kid Rok

7.2.3 Micro Max

7.2.4 Mini Rok

7.2.5 DD2

7.2.6 DD2 Masters

NOTE: THE CONTROLLERS RESERVE THE RIGHT TO INTRODUCE ANY RELEVANT EXISTING 2025 MSA CLUB CLASS SHOULD ENTRIES SO DICTATE. EG.OKJ, JUNIOR/SENIOR MAX, KZ2 ETC.

7.2.7 Clubman's

a) Non Gearbox Junior Clubman's Class

From the year of their 12th birthday until the 31st of December of the year in which their 16th birthday occurs. – Minimum weight of Kart and Driver 145kg (or class specific for engine being used, refer relevant 2025 MSA Sporting Regulations). Competitors will be divided into the following classes (according to lap times at each of the nominated Tracks):

Class A - and below

Class B - and below

Class C - and above

Class X all new drivers will be placed in class X at their first event

NOTE: As there are currently no records of lap times for the different loops and classes in the Junior Clubman's Class, these lap times will be determined once we have racing in this class. All competitors will race in Class X for the first event, thereafter lap times will be determined And inserted in 7.2.7 (a) above.

b) Non Gearbox Senior Clubman's Class

From the year of their 15th birthday. – Minimum weight of Kart and Driver 160kg (Or Class specific for engine being used, refer Relevant 2025 MSA Karting Regulations). Competitors will be divided into the following classes (according to lap times at each of the nominated Tracks):

2 nd Loop	Both loops	1 st Loop
Class A 49.999 and below	54.499 - and below	46.999 - and below
Class B 50.000 – 51.999	54.500 - 56.999	47.000 – 48.699
Class C 52.000 – and above	57.000 - and above	48.700 - and above

Class X all new drivers will be placed in class X at their first event

NOTE: The Controllers reserve the right to amend the Class times should it be needed, as All recorded times above are out-dated.

c) **125 Shifter Class**

From the year of their 15th birthday – Minimum weight of Kart and Driver 182kg (or Class Specific for engine being used, refer Relevant 2025 MSA Sporting Regulations)

Class A - and below

Class B - and below

Class C - and above

Class X all new drivers will be placed in class X at their first event.

NOTE: As there are currently no records of lap times for the different loops and classes in the Senior Clubman's Class, these lap times will be determined once we have racing in this class. All competitors will race in Class X for the first event, thereafter, lap times will be determined and inserted in 7.2.7 (c) above.

NOTES:

- **The Controllers reserve the right to amend the minimum weight of Kart and Driver In any of the above Clubman's classes, depending on which engine is being used.**
- **Non Gearbox Junior competitors may only use engines as per the Relevant 2025 MSA Sporting Regulations in accordance with the junior age limit.**

- d) Any new Drivers will be allocated to a class on their first race day. Any points scored in Class X will be substituted to actual finishing position of the competitor to the class in which he/she fits on the days racing? The onus is on the competitor to ensure that he/she is entered in the correct class on the day.
- e) A driver who records a lap time of more than 0.1 seconds faster than the class cut-off times shown in 7.2.7 on two separate occasions, in either official timed practice or in any of the three different races, will be promoted and placed in an appropriate class according to the lap time at the following event.
- f) Any break-outs within the last 30% of the championship will be scored immediately in terms of 11.5
- g) A driver actually starting from a grid position attained from an incorrectly recorded fast time will accept that he/she did that time and it will count for a breakout time.
- h) A driver can move up in the class structure but never down again in the same year, except in exceptional circumstances and with the special written permission of the Controllers.
- i) Any Driver that has a driver in a lower class finish ahead of him / her, will score points in their own class in the position that they finished. EG, should the winning class a driver finish a race in 2nd place behind a class B competitor, then the class a competitor will receive 2nd place points in his class and not 1st place points. Similarly, should a class C driver finish ahead of a Class B or a competitor then the Class B or A competitor will receive points in their own class as though the class C competitor was in their class.

8. DRIVER CONDUCT

Refer 2025 MSA National Karting Regulations (where applicable).

9. COMPETITION NUMBERS

- 9.1 All competition numbers must comply with the relevant 2025 MSA National Karting Regulations.
- 9.2 Non Regional or National competitor's numbers will be allocated by the Committee.
- 9.3 Competition numbers shall be retained throughout the championship year and are not to be changed.
- 9.4 Class Specific numbers will be issued to the Drivers concerned.

10. CHAMPIONSHIP EVENTS

The events making up the championship are as per the 2025 the MSA EP Karting Calendar.

When more than one race is held on any one particular day, the overall positions (points based) for the day will be used solely for the purpose of determining an overall winner for the day and shall have no effect on the points counting towards this Championship. If a tie should arise in determining the overall winner for the day, the driver/team with the fastest overall time over all heats combined will be used to determine a winner for the purpose of awarding trophies only.

11. POINT SCORING PER CLASS

- 11.1 Points for Bambinos, Juniors, all 125 classes, or any other specific club class will be 1st 15 points, 2nd 12 points, and 3rd 10 points, 4th 9 points, 5th 8 points and so on.
- 11.2 Should a competitor take the start (trigger the start line) but not finish the race (DNF less than 67% of the Race), then that competitor will be awarded 1 point less than the last placed overall finisher in the race (Not per class).
- 11.3 Competing drivers who are ineligible for the championship, will be ignored in the results for the purpose of scoring the championship but will qualify for awards on the day (trophies).
- 11.4 Should a driver score points in a particular class and thereafter move up to the next class, he/she will carry forward any points obtained up to that point with the following provision:
In order to qualify for class placings at the end of the championship year, at least 30% of total points must be scored in that particular class. If a competitor breaks out of a class with less than 30% of races remaining, he will be scored in the position in the class in which he broke into, in his original class. (i.e. should he finish 2nd in the higher class, he will carry 2nd place points back to his original class) that he broke out of for purposes of the championship. If a competitor is scored in his previous class due to the fact that he completed less than 30% of the events in the new class, then the class which he broke into will be scored as if he did move up to this class for the championship.

12. CHAMPIONSHIP FORMAT

The championship will generally consist of a minimum of eight (8) rounds, twenty four (24) races for the year. The organisers reserve the right to host more than three races at any of the rounds to make up the minimum number of races for the year.

13. NUMBER OF EVENTS TO COUNT

- 13.1 All scoring races will be used to determine the results of the championship, however any competitor's best 21 races/heats out of 24 will count for the Championship. A competitor can use the races not competed in for his 3 race / heat discards.

13.2 It is incumbent on the Promoters to ensure that the results and entry list depict the domicile (or Club Membership status) of competitors and/or to provide sufficient information for the AKMC Committee to determine the eligibility of the drivers in respect of allocation of points.

14. QUALIFYING, STARTING & STARTING GRID

14.1 Refer to 2025 MSA National Karting Regulations

14.2 Starting positions for race 2 will be based on the fastest lap times achieved in race 1. Race 3 starting positions will be based on the fastest lap times achieved race 2.

15. START PROCEDURE

15.1 ALL classes except Shifter Clubman's Class - ROLLING START – Refer 24 I) and 25 in the 2025 MSA National Karting Regulations.

15.2 Shifter Clubman's Class – Standing start unless otherwise stipulated in the SR'S for the event.

16. LAP RECORDS

16.1 The Controllers reserve the right to impound any engine and or chassis to check for conformity should a Lap Record be broken.

16.2 The re-assembly of the engine will be for the competitor's cost.

17. ANNOUNCEMENT OF POINTS AWARDED

Scoring for each qualifying event will be available on the AKMC website. Alternatively, from the AKMC Committee or Class Representative. Any objections concerning the scoring must be received by the Controllers in writing not later than 7 days following the publication of the scoring. The Controllers reserves the right to correct clerical errors at any time.

18. DECLARATION OF POINTS AWARDED

The AKMC, at its sole discretion, is responsible for declaring a winner of the championship, or to withhold such declaration.