9

KWAZULU NATAL KART CLUB

REGIONAL & CLUB

CHAMPIONSHIP

SUNDAY, 16th JUNE 2019

SUPPLEMENTARY RULES AND REGULATIONS

Held under the General Competition Rules of MSA, the 2019 Karting Regulations – Kwazulu Natal Championship, the Regulations for the S. A. Rotax Max Challenge 2018, Regulations for Mini Max National series and these Supplementary Regulations plus any additional instructions which may be issued to the competitors by the organizers.

PROMOTERS AND ORGANISERS:
KWAZULU NATAL KART CLUB
Idube Raceway
Camperdown
3720

RACE ENTRIES TO: **MANDY GOUWS**
Fax: 086 226 2615
E-mail: secretary@kznkartclub.co.za

RACE SECRETARY: **MANDY Tel:** 076 526 5977

1. **MOTORSPORT SOUTH AFRICA PERMIT NUMBER: 15930**

2. **CIRCUIT AND VENUE:**
iDube Raceway is situated Camperdown. The circuit has a tarmacadam surface of 1.056 km and the race will be run in a clockwise direction.

3. **EVENT AND STATUS:**

CATEGORY	STATUS	LENGTH OF CIRCUIT
MOTARDS	CLUB	1.056 M
150 CC MOTORCYCLES	CLUB	1.056 M
BAMBINO	CLUB	856M
MICRO MAX	REGIONAL/NATIONAL	1.056 M
MINI MAX	CLUB	1.056 M
JUNIOR MAX	REGIONAL	1.056 M
SENIOR MAX	REGIONAL	1.056 M
MAX 175	REGIONAL	1.056 M
DD2	REGIONAL	1.056 M
DD2 MASTERS	REGIONAL	1.056 M

4. **ELIGIBILITY:**
The competition is open to all drivers who hold current, valid South African Competition Licenses for karting – refer to Section B Article 15 of the MSA Karting Regulations - and whose karts comply with Specifications as per the 2019 MSA Karting Handbook and SARMC Technical Regulations 2019.

The Championship shall be open to all driver's resident within the area controlled by MSA Kwa-Zulu Natal Motorsport Committee as well as any other suitably licensed competitor not taking part in any other MSA-sanctioned Regional or Club Championship series / event for reasons acceptable to the MSA Kwa-Zulu-Natal Motorsport Committee. Only holders of the appropriate club, regional or national licence are permitted to compete.

5. ENTRANTS LICENCES:

Where the entrant is NOT the driver, an Entrant's licence must be obtained from MSA prior to submission of the entry form. If licenses are not produced at documentation the competitor will not be allowed to participate in the Event.

6. STARTERS:

CLASS	MIN.NO	MAX.NO
ALL Classes	6	34

In the event of any class having more than the maximum number of starters allowed, the organizers will split the class into groups. The Regional/Club Championship points scoring group will be the fastest 40 or those competitors who are within 105% of the pole position time established for the class concerned. The Regional/Club Championship points scoring group (Group A) will be eligible for Regional/Club Championship points, the balance (Group B) will be a supporting event.
In order for a class to qualify for Regional or Club Championship status at each qualifying round, there must be a minimum of 6 eligible starters during the course of that event. (See points scoring for combined classes) If there are less than six (6) starters, the Organisers shall not be obliged to run the event for that class.
Definition of a "Starter": To be classified as a STARTER, a competitor has to cross the start line and activate the timing system after the start of the race has been signalled.

THE ORGANISERS RESERVE THE RIGHT TO CANCEL A CLASS, OR TO COMBINE IT INTO A RACE WITH ANOTHER CLASS SHOULD LESS THAN 6 ENTRIES BE RECEIVED BY CLOSING DATE. THE TWO CLASSES SHALL BE SCORED SEPARATELY IN A RACE OF COMBINED CLASSES.

7. KART ENTRIES:

Entries open today and **close on FRIDAY, 14th June 2019.** Entries are to be submitted on the Official entry form provided and accompanied by the full entry fee of R900-00 for all Club & Regional Championship classes, R500-00 for the Cadet/Micro Max class, excluding the rental of a transponder of R150 . - Refer GCR 95.
Without exception all late entries will incur a fine of R300-00. Entry fees must be prepaid unless specific arrangements are made with the secretary of the meeting; Entry Forms must be complete in all respects; incomplete entries will not be added to the entrants list until completed satisfactorily. All regional and club classes entries includes the hire of a FMK approved transponder, but does not include the COMPULSORY transponder bracket.

NO ENTRIES OR PAYMENTS WILL BE ACCEPTED ON RACE DAY
TELEPHONE ENTRIES WILL NOT BE ACCEPTED. **Refer GCR 96;**

Incorrect payment deposits will not be the responsibility of the organizers and/or secretary. Non-reflecting payments, on closing of entries will be deemed invalid. Refer GCR 95. A copy of the proof of payment MUST be faxed to the race secretary at 086 226 2615, or sent via email to secretary@kznkartckub.co.za for the entry to be deemed complete, before closing of entries.

Entry fees may be deposited directly into the Organisers Bank Account, the details of which are:
KWAZULU NATAL KART CLUB,
NEDBANK PINETOWN,
BRANCH CODE 133 926,
ACCOUNT NO. 133 939 2232.

An entry shall be deemed to have been accepted, by means of entry lists, sent to competitors, in accordance with GCR's 101 & 102, unless notification to the contrary, via telephone, fax, verbal conversation or email, is sent to the competitor. Withdrawals of entries refer GCR's 109 & 110. SHOULD A COMPETITOR SUBMIT AN ENTRY WITHOUT THE ENTRY FEE, AND NOT ARRIVE FOR THE RACE, WITHOUT AN OFFICIAL WITHDRAWAL, THE COMPETITOR WILL BE INVOICED FOR THE ENTRY.

The onus lies with the Competitor to ensure that the Organisers/secretary have timeously received his entry. The Organisers and Promoters reserve the right to refuse any entry without giving a reason as permitted in GCR 99(i) and 100.

8. PIT ALLOCATIONS:

a) The pit allocations will be notified in the final instructions and posted on the notice board once the number of entries for each class has been established.

b) Trailers/tow vehicles are to be removed from the pit area immediately after the offloading operation has been completed. The only exception to this rule will be with the permission of the Clerk of the Course.

9. DOCUMENTATION AND SCRUTINEERING:

Documentation for all kart classes will be held in the club house on Sunday, 16th June 2019 at 06h45 and closes at **08h00**. All late documentation will have a fine of R300.00 imposed. Pre-event scrutineering will take place in the parc ferme on Sunday, 16th June 2019. Any competitors unable to present their kart for scrutineering during this period should make alternative arrangements with the secretary of the meeting. A late scrutineering fee of R100.00 will be levied. Competitors may not take part in timed qualifying or any race prior to the completion of documentation or scrutineering. ATTENTION IS DRAWN TO GCR 253 &254 OF THE 2018 MSA HANDBOOK, AS WELL AS SECTION A" ARTICLE 12 OF THE MSA KARTING REGULATIONS.

10. PROGRAMME OF EVENTS:

The programme of events is to be found at the end of these Supplementary Regulations.
Please note that this program is provisional and may be changed. Should the organisers deem it necessary to change the timetable, the revised timetable will be published on the official notice board or issued to the competitors in the form of a bulletin. The organisers reserve the right to change the program as necessary and combine or split classes prior to the closing of entries should the numbers of entries dictate.

11. PRE-RACE PADDOCK:

The Pre-Race paddock is situated at the end of the pit lane. Ten minutes before the scheduled start time of each race, competitors competing in the race concerned should move to the pre-race paddock. The gates granting access to the pre-race paddock will be closed five minutes before the start time of that race. Any competitor failing to enter the pre-race paddock before the access gate is closed will not be permitted to start, unless specifically permitted by the Clerk of the Course to commence the warm up lap. Refer to Section E Article 18xii) & xiii) Starting positions should be maintained during the warm up lap.

12. DRIVERS BRIEFING:

Drivers briefing will be held as per programme. All drivers must be present at drivers briefing. Representatives will not be allowed. Failure to attend drivers briefing, at which roll call may be taken, will incur the imposition of a fine of R100.00.

13. KART STARTS SARMC, REGIONAL & CLUB CLASSES

- Qualifying for grid positions for Heat 1 will be timed by means of an approved transponder system and starting positions will be determined by lap times recorded during official qualifying sessions. The kart recording the fastest time, will be in the number one position on the starting grid, with the remaining positions being filled in descending order of official practice times.
- The starting position of the second race will be determined by the competitors fastest lap time obtained in race one.
- The starting position of the third race will be determined by the competitors fastest lap time obtained in race two.
- At the discretion of the Clerk of the Course, competitors who are not recorded on the grid may be positioned at the back of the starting grid. Refer to Section E Article 18 (ix) to (xiv) inclusive of the MSA Karting Regulations.

14. ELIGIBILITY OF EQUIPMENT (ENGINES & CHASSIS)

14.1 As per the 2019 MSA Karting Regulations, MSA approved Technical Specification / Homologation sheets for both engines and chassis.
14.2 Max 175: Any FR125 Rotax engine currently and previously homologated.
14.3 Max 175 Silver Cup: Any FR125 Rotax engine as per 2014 regulations and earlier

15. TYRES:

15.1 Brand, Compound and Use - as per the 2019 MSA Karting Regulations.
15.2 Only one set of tyres will be allowed per competitor per event, unless otherwise stipulated.
15.3 In the interest of conserving costs the controllers may reduce the number of tyres to be used during the season. Should this be necessary, it will be advised in the SR's for the event/s concerned.
15.4 Max 175 and Max 175 Silver Cup shall use Mojo D5 Tyres.
15.5 Max 175 Silver Cup shall be limited to 3 sets of race tyres for the year.

16. END OF THE RACE:

The waving of the chequered flag in accordance with GCR 272 will signify the end of the race. On exiting the circuit, all drivers must raise their arm in the required manner to warn other drivers, and must further maintain their position behind any kart exiting before them. No passing in the pit lane leading to the scale will be permitted. Failure to obey this rule may result in exclusion from the heat or session involved.

17. PARC FERME:

All competitors who have completed 2/3 (two thirds) of their race distance in any heat/race are classified as finishers and, unless otherwise directed by the Clerk of the Course, are therefore required to bring their Karts to parc ferme immediately after the last event of each class. The organisers reserve the right to impound and examine any Kart at their discretion.

All competitors' equipment that has been impounded will be inspected by the relevant Scrutineer at the KZN clubhouse, or such alternative venue to be confirmed by the Clerk of the Course, at a time and date to be advised to competitors.

18. NOTICE BOARD:

The Official Notice Board is situated on the wall in the clubhouse.

19. RESULTS:

After every race, results, which have been posted on the Notice Board, will become final, 30 (thirty) minutes after posting. Refer GCR's 200 (viii) and 276. These results are not to be removed and disciplinary action will be taken against any competitor removing these results without authority. Additional copies, when available may be obtained from the allocated trays and / or race secretary.

20: POINT SCORING:

All classes will be scored as per the SARMC / KZNKC rules and regulations.
The following point scoring system will apply to all classes and events scoring towards the Kwa-Zulu-Natal Regional and Club Karting Championship:

1st	-	15 points	5th	-	8 points
2nd	-	12 points	6th	-	7 points
3rd	-	10 points	7th	-	6 points
4th	**-**	**9 points**	**8th**	**-**	**5 points and so on**

Refer to Section E, Article 18xvi), Karting Handbook for classification of a finisher.

NON QUALIFIERS

If a driver falls outside of the 107% qualification ruling, he/she will have to apply, in writing, to the Clerk of the Course within 30 minutes of the qualifying session having ended, stating his/her reasons as to why they should be allowed to compete. The final decision will rest with the Clerk of the Course as to whether the driver shall be allowed to compete or not.

21. PROTESTS:
Refer Parts IX and X of the 2019 MSA Handbook.

22. PRIZEGIVING:
The prize giving will take place as soon as possible following the last event and after results become final. Where a particular class has protests that are unresolved or pending at the time of prize-giving, this class shall be excluded for prize-giving. Prize giving will commence for un-protested classes, heats, points, results and so forth. Trophies will be awarded for ALL CLASSES as follows: to at least 1st to 3rd position in each class with more than 6 entries at close of entry, the number of trophies will depend on the number of entries received by closing of entries. Dead heats will be resolved as per Section F Article 19(iv) of the 2019 MSA Karting Regulations.

Competitor's attention is drawn to GCR's 274, 280 & 281.

NOTE: Unless specific arrangements have been made, any competitor not present at prize giving to receive their trophy will forfeit it, for the purposes of recycling for future events.

23. TIMING TRANSPONDERS FOR REGIONAL AND CLUB CLASSES ONLY:
Timing transponders will be issued on Sunday morning during documentation. Competitors are required to deposit a current valid MSA Competition Licence, a car driver's licence or current valid identity document which will be returned when the transponder is returned in good working order. In the event that a competitor is too young to have an identity document or drivers licence, the competitor's parents/guardians identity documents or drivers licence will be accepted. By entering this race, competitors agree to pay the organisers R3 600.00 inclusive of VAT in the event of damage or loss of a transponder. NO further Transponders will be issued before the outstanding transponder is returned and the levy paid. Transponders must be mounted on the correct bracket on the front number bib, behind the race number, in line with the front axle using zip ties. The transponder holder must be fitted before scrutineering.

24. PIT APRON:
Refer to GCR 251 NO KART MAY BE DRIVEN IN THE PIT LANE (MSA Karting Regulations, Section B Article 15 (vi) Conduct sub Clause
(a). NO KART MAY TRAVEL IN THE REVERSE DIRECTION TO THE TRAFFIC FLOW ON THE PIT LANE.
(b) NO ALCOHOL IS ALLOWED ON THE PIT LANE/APRON OR IN THE PITS. SMOKING IN THE PITS OR ON THE PIT LANE/APRON IS PROHIBITED.

25. SIGNALING:
Competitor's attention is drawn to Appendix H of the 2019 MSA Handbook as well as Section E Article 18(v), (xx) and (xxi) of the MSA Karting Regulations. **The green flag will not be displayed after the yellow flag to indicate the track is clear of any dangerous situation.** Failure to comply with the provisions of Appendix H Article 8 will result in penalties being applied in accordance with GCR 157(i).

26. SILENCING:
Refer to Section J Article 23 of the MSA Karting Regulations.

27. POSTPONEMENT, ABANDONMENT OR CANCELLATION:
The Organisers reserve the right to postpone, abandon or cancel the meeting or any part thereof. In the event of postponement, abandonment or cancellation, the Competitor/Entrant has no right to claim against the Promoter/Organisers in respect of any loss or damage that he may incur, other than as specified in GCR 109 (iv) and GCR 244. The meeting will not be postponed, abandoned or cancelled without the consent of the Stewards of the Meeting.

28. PROTECTIVE CLOTHING:
Refer to Section B Article 15 (iv) of the MSA Karting Regulations.

29. DRIVING CONDUCT:

a) Refer to the 2019 karting regulations. Observers who may be appointed randomly by race officials will report on behaviour and driving standards and their names listed either in the final instructions or via a Driver's Bulletin.

b) Zero points will apply for the heat exclusion.

c) Any competition kart found using the access roads, pits or any other area than the circuit for testing or being driven in a manner that is considered by the Clerk of the Course to be dangerous including travelling in the wrong direction on the circuit or pit lane, may be excluded from the event, irrespective as to who is driving the kart at the time. Notwithstanding the Competitors exclusion, he will be reported to the Stewards of the meeting who may consider further action in terms of a breach of GCR 172 (vii). Zero points will apply for the heat exclusion.

d) **INCIDENTS DURING PRACTICE SESSIONS**: Competitors are advised that, should there be an incident during a practice session, which would involve the clearing of the circuit, their practice session will forfeit the clearing time required.

e) **FUEL, OIL OR COOLANT SPILLAGE ON THE CIRCUIT:** Competitors are requested not to overfill their tanks as spillage of racing fuel is damaging to the surface of a race circuit and tarred pit area. Any kart spilling fuel, oil or coolant should leave the circuit immediately to a safe stationary position on the side of the circuit. Any competitor who attempts to return to the pits with a kart spilling fuel, oil or coolant onto the surface of the track shall be summoned to appear before the Stewards of the Meeting who shall fine that competitor up to R 5000.00.

30. FUEL AND OIL:

Competitors must provide their own fuel and oil following these instructions.

The fuel used for this event will be '95 Unleaded Octane fuel'.

It is compulsory to obtain your fuel from "Van Shell Garage at pump no three (3) situated at the Camperdown intersection. **Fuel testing/control will be imposed for all classes and will take place in Parc Ferme (scale area), both pre and post-race.**

Fuel testing will be continuous from Saturday morning 15th June 2019.
No containers or funnels may be brought into the Fuel Control area.
Only the competitor him/herself may be present in the Fuel testing/control area.
Drums for waste fuel will be provided by fuel control please do not deposit waste fuel in the drains**.**

30.1 ROTAX Classes (including Maxterino)

It is compulsory for competitors to mix their fuel for this event with synthetic ROTAX XPS KART TECH 2 STROKE OIL.

The compulsory ratio for the following ROTAX MAX Classes will be as follows
Rotax Max 125 and DD2 Classes is 40:1

30.2 Cadet class must use **XPS KART TECH 2 STROKE OIL** at mix ratio 25:1

Replenishment of lubricant and fuel is not permitted during any race or timed qualifying session.

31. UNOFFICIAL PRACTICE:
Unofficial unsupervised practice
Please note that for any unofficial practice the MSA insurance will not be valid.

32. OFFICIALS OF THE MEETING:

M. S. A. STEWARD	**MICHELLE NICOL**
KZNKC CLUB STEWARD	**RENA LICEN**
CLERK OF THE COURSE	**BRIAN DUCKITT**
AMBULANCE	**MED-EVAC**
CHIEF MEDICAL OFFICER	**GLEN PRESTON**
ENVIRONMENTAL STEWARD	**MICHELLE NICOL**
SECRETARY OF THE MEETING	**MANDY GOUWS**
CHIEF TIMEKEEPER	**STEVEN PAYNE**
MARSHALS	**BARRY NEIL**
SCRUTINEER	**HENRY ODENDAAL, STEVE PIETERSE**
TECHNICAL CONSULTANT	**ALEX LICEN**

33. PROVISIONAL PROGRAMME OF EVENTS SUNDAY, 16th June 2019

DOCUMENTATION & SCRUTINY	07H00 – 08H00
OFFICIAL FREE PRACTICE	07H30 – 09H04
DRIVERS BRIEFING	09H10 – 09H20
OFFICIAL TIMED PRACTICE	09H25 – 11H09
RACING STARTS	11H15 – 17H00
TRACK CLOSED	17h00

THE ORGANISERS RESERVE THE RIGHT TO CHANGE THIS PROGRAMME AS THEY DEEM NECESSARY FOR THE SMOOTH RUNNING OF THE EVENT.

THIS INCLUDES THE COMBINING OR SEPARATING OF CLASSES DEPENDING ON THE NUMBER OF ENTRIES