

Zone 7 Dirt Karting

Rule book

2018/2019



1 INTRODUCTION

This document contains the competition regulations, specifications and racing procedures of ZONE 7 DIRT KARTING. The information contained herein becomes effective 1 June 2018 of the reigning year and shall remain in force unless modifications and/or additions deemed necessary by ZONE 7 DIRT KARTING Committee are made. The Committee reserves the right to amend any of these rules and regulations in the course of the season if deemed necessary. This document may not be reproduced without the expressed written permission of ZONE 7 DIRT KARTING.

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2 COMMITTEE

Chairman	Johann Spies
Vice Chairman	Jacques Le Roux
Secretary/Marketing	Janet Buys
Treasurer	Elize Spies
Riders Representative	Anton van Zyl
Track manager	Wayne Kraucamp
Technical Director	Jacques Crous
Assistant Technical Director	Christi Gelderblom
Track Director	Johann Spies
Race Director	

3 CLUB MEMBERSHIPS

- Membership is your own responsibility and with full understanding of the dangers that the sport hold. The club will take every measure to ensure the safety of the riders as far as possible, and also to enforce the rules set out herewith. Underage riders are only permitted to ride under a parent/guardian supervision.
- Any member of any club is welcome to join Zone 7 Dirt Karting at any time. You are allowed to be members of more than one club. Club status is you as rider's choice and responsibility.
- Membership is renewable on a yearly basis.

3.1 MEMBERSHIP PRICING GUIDE 2019:

January 2019 – December 2019 (MSA Club License fee To Be confirmed)

First Member	R	500.00
Second family Member	R	400.00
Third Family Member	R	350.00

3.2 RACE ENTRY FEE 2019:

First Member	R	200.00
Second family Member	R	150.00
Third Family Member	R	150.00
Day Entry – NON Club Members	R	250.00

3.3 SPECTATORS FEE:

Adults	R	50.00
Kids under 12 and over 6	R	20.00
Club Members	R	50.00

Rider plus 1 Mechanic spectator fee included in Race Entry Fee.

4 GENERAL RULES

- GENERAL RULES:** The specifications and regulations contained herein are intended for the orderly conduct of the sport of competitive dirt karting.
- RULES FAMILIARITY:** Individuals entering events as dirt kart owners and/or drivers and those entering the pit area of our racing facility are required to be familiar with these regulations and any instructions governing an event. By participation in said

events, all individuals are bound by said regulations, supplementary rules or instructions.

- c. **RESPONSIBILITIES:** The primary responsibility for the safe condition and operation of a kart placed in competition rests solely with the owner/driver. The Club's primary responsibility is to provide a place for racing configured to acceptable known practices and reasonably maintained. ZONE 7 DIRT KARTING strives to provide specifications and regulations for the orderly conduct of racing events based upon experience gained in motor sports events all over the world. The quest for safety is a shared responsibility between the participant, and the Club Committee. The purpose of this document is to provide common standards, which may benefit all concerned. Thus, adherence to the rules and specifications set forth in this document is fundamental to the welfare of each participant.
- d. Verbal abuse, physical abuse, and or disorderly behaviour will not be tolerated from members, non- driving members, and any member of the public. Breaking of the rules may result in exclusion from race meetings and a ban from the premises.
- e. Any person entering the pits area is not to take alcohol before the race. Furthermore, no alcohol is allowed in any pit area during a race meeting. NO alcohol is permitted for any participant, official or riders mechanic during a race meeting. 30 Min after final results have been posted are the abovementioned allowed alcohol.
- f. No drugs are allowed on the premises; offense will result in immediate ban.
- g. Driver or member will be held responsible for the behaviour of crew, family, friends or entity attached to them. Offense will result in disqualification from event, fines or suspension.

5 GENERAL RACING RULES

- a) **COURSE MARKINGS:** Course markings such as flags, cones, tyres or other markings so designated by the Race Director must be observed by all drivers at all times. The finish line shall be a line between two poles (marked by a visible overhead banner). If, in the opinion of the Race Director, a participant is purposely ignoring course markings, the participant will be subject to disqualification from the race/event and/or suspension of membership privileges.
- b) **SPORTSMANLIKE DRIVING:** The spirit and intent of sportsmanlike racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants. Inadvertent contact is a reality of racing, however, if in the judgement of the presiding officials, a participant is bumping, crowding, chopping, blocking or pushing other participants in other than an inadvertent manner, that participant shall be subject to immediate disqualification from the race/event. The committee reserves the right to possible suspension of membership privileges.
- c) Wild or disorderly driving or any unsportsmanlike conduct after chequered flag shall be subject to exclusion from the race or entire event/meeting, and/or a penalty and/or a fine.

The committee reserves the right to determine a suitable penalty or suspension for offenders

- d) **COMPETITION DRIVING:** Remain alert. Give consideration to fellow competitors in all areas of safety. When two or more karts enter a corner simultaneously, the lead kart, i.e. the driver with his/her feet foremost should maintain a constant line through the corner and avoid erratic changes in direction. Any driver leaving the course or cutting the apex of the corner attempting to pass another competitor is subject to be black-flagged. Any driver slipstreaming or drafting another kart should use extreme caution and should be prepared

for evasive action should the lead kart suffer a mechanical failure. Bumping, nerfing, blocking, pushing, etc., will be grounds for a warning flag / black flag.

- e) Any driver unable to continue because of mechanical failure or lack of fuel should move their kart well off the track into a safe location on the infield as soon as safe conditions permit. Do not leave kart adjacent to the track at any time.
- f) **SIGNALING:** Drivers shall raise one arm over their head to signal following drivers when a kart slows from racing speed on course or pulling off course. This requirement includes slowing to exit at a pit entrance after an event. Drivers shall raise both arms over their heads to signal following drivers that they have no control over their karts after spinning off course or stopping on course due to mechanical failure. Do not raise arms until the kart is safely stopped.
- g) **ENGINE ADJUSTMENTS WHILE DRIVING:** Riders are allowed to adjust with their engine while driving but only under the following conditions:
 - **Move to the far most outside lane**
 - **Make sure that you are doing so in a safe manner as to not harm other riders**
 - **Regain entry to the race line with both hands back on the steering wheel, eyes on the race and without penalizing another driver**
- h) A driver is permitted to get out of his kart in a safe manner 5 meters from the track on the infield to restart his kart. This is allowed only once during a heat and only to restart the kart. Entry to the track after successfully starting the kart needs to be at the same location as where the track was exited. (Please refer to **5.n** for specifics)
- i) **WARMING OF TIRES:** It is illegal to warm or heat tires, in any manner, in the pits, on the dummy-grid, and on the track at any event.
- j) **LAPPED KARTS:** Participants about to be lapped by faster competitors are responsible for being aware of the approaching faster karts. Lapped karts will observe the passing (blue) flag or subject themselves to a warning from the race director. Lapped karts will carefully move of the racing line until faster karts has passed
- k) **STOPPING ON COURSE:** If for any reason a competitor is forced to stop on or near the course during an event, it is the responsibility of the competitor to assist in removal of the kart to a safety zone on the infield as quickly as possible.
- l) If a competitor is forced to stop on the racing surface during an event, the competitor must raise both hands to signal approaching competitors that they are immobile.
- m) Any driver removing his/her helmet while on the track or infield is immediately excluded from the race while the race is live, if the race has been red flagged/stopped drivers are allowed to get out of their kart and remove their helmet.
- n) **RE-ENTRY TO COURSE:** When a competitor leaves the course during an event, they must re-enter the racing surface at a point as close to where they ran off the track. They may not enter at another point on the course that will provide them at any time with a position or distance advantage. Drivers re-entering the track must yield to the on track competitors and abide by the directions of the turn marshals or officials in charge.
- o) **SUBSTITUTE DRIVER:** Substitute drivers will not be allowed.

- p) **COMBINING CLASSES:** The Race Director may combine events/classes; classify entrants into groups according to driver experience, ability or other factors for purposes of safety or event expediency. However, different age groups may not be combined.
- q) **INSPECTION:** The Race Director or Technical Official may require any competitor to submit to technical and / or safety inspection at any time. Failure to do so will result in loss of all points of that season. When requested, the driver must be able to produce the scrutiny record card issued for his/her kart. In case a component needs to be changed during a race meeting, the kart needs to be re inspected by the technical official before kart may continue racing.
- r) **ATTITUDE:** The attitude of those individuals charged with the responsibility of conducting technical inspection should be to:-
- (1) help the competitor be aware of possible deficiencies in a timely manner that may pose a safety danger or could constitute a rules infraction;
 - (2) to help establish that all entrants are competing under equal conditions and
 - (3) that specifications and regulations established by this document are adhered to by all competitors.
- s) **ENTRANT RESPONSIBILITY:** It is the competitor's responsibility to assure that all technical safety requirements have been met.
- t) No Kart Passengers. Karts may not be operated with more than one person on board at any time
- u) NO Go Areas – During racing events no kart is permitted to be driven outside of the designated pit and track area.
- v) A kart may NEVER be driven without a Helmet – regardless of the circumstances! Full disqualification will apply.
- w) **RULES ON ENTRIES:** if one half of the scheduled distance of the event have been reached at the time of the red flag, the event may be considered completed or may be restarted at the discretion of the Race Director. Generally, it is desired to run all the events at the scheduled distance, however, if the reason for time or weather or other circumstances is not desirable the race director may act upon his discretion. Races completed due to red flag will revert to most current order of last completed lap with the involved parties moved to the rear or disqualified. The race director may disqualify a kart for safety reasons.

6 SCRUTINEERING

The Race Director or Technical Official may require any competitor to submit to technical and / or safety inspection at any time. Failure to do so will result in loss of all points of that season. When requested, the driver must be able to produce the scrutiny record card issued for his/her kart. The inspection includes the following:

- The Go Kart
- The engine
- The person
- The safety kit

The kart being inspected is the kart that you will race with in the class that it was inspected for. No cross riding of karts and sharing between drivers. Should parts be changed during a race, the kart may be requested to complete the inspection again before entry to the race will be granted.

ADDITIONAL INSPECTION: at any time during the season, on unspecified dates, the committee could inspect the top 5 scorers of each class, plus the 2 top scorers of the chosen day (this will include the points made that day during the final).

Any illegal (modified) parts found will result in losing all accumulated point for the season

If found illegal for a 2nd time in the season all points of season will be lost plus a 2 race meeting ban for the driver.

The kart is the official entry for the day and cannot be changed throughout the day. Neither can it be re-entered by another driver.

The racing number issued is allocated to the driver for the complete season and cannot be transferred to another driver; he will have to apply for his own number.

6.1 TIME TABLE OF RACE DAY

Example of race day time table	Example	Activity
Registration	09H00 – 12H30	Sign in Offloading in pits
Scrutinizing of classes	12H00 – 13H00	Kart race ready Driver race ready with all PPE donned.
Riders Briefing and Practice	13H00	Information regarding race and rules shared with drivers
First Race start	14H00	First heat

6.2 SCRUTINIZING PROCESS

Complete the scrutineering form

Report at class scrutineering area

Have all PPE for race ready and available for scrutineer

Wait at Kart until scrutineering officer gives the clear and signs of on all Karts in class

Report back at Pits

Committee member will note faults in book as per scrutineered instructions. Mistakes needs to be rectified, repeat offences are not permitted!

6.3 COMPULSORY DRIVERS MEETING

It is compulsory for all drivers to attend drivers briefing. The driver must ensure that the pit crew is aware of what was said in the driver's briefing.

Failure to attend drivers meeting will result in driver loss of right of lodging grievance for the event and will result in back position starting for every heat.

A driver meeting is only for drivers (driver's parent or guardian when under age of 18) and 1 pit mechanic and Officials

7 PIT REGULATIONS

- a) **CONTROL OF PIT AREAS:** The pit area of the track is under complete control of the assigned officials. All persons entering this area, whether connected with an entrant or not, are

subject to all regulations regarding deportment and behaviour and may be ejected from this area by the officials in charge.

- b) **FIRE SAFETY:** The use of open flame devices in the pit area is prohibited. An area away from fuel and/or other flammables should be used for welding. No Open flames are allowed near the pit areas during racing and these include braai fires.
- c) Every driver must have at least one fire extinguisher and it must be within date.
- d) **WASTE REMOVAL:** All competitors must leave their pit areas in an as received condition. It is expected of all members to remove any litter or waste generated by them, from the site.
- e) **DRIVING IN PITS:** Drivers will not drive faster than walking speed, neither spin or slide karts in the pit area. A spot fine of not less than R100 may be induced by the official in charge of the pit area.
- f) **PERSONAL VEHICLES:** Vehicles for personal transportation may be restricted from the restricted/pit area at the discretion of the officials in charge. Only mechanical vehicles allowed in pit area, all other vehicles to be parked at spectator parking.
- g) **REFUELING:** Karts are to be refuelled in the pit area only. During refuelling, the engine must be stopped and the driver must vacate the kart.
- h) **SIGNS:** Zone 7 may post information signs throughout the facility. These signs will be considered part of the rules and must be obeyed. Failure to observe the signs will be considered a rule violation.
- i) **STARTING ENGINES:** In the pit area or on the grid, karts may only be started if
 1. Driver is sitting in the kart with all race equipment on, or
 2. the kart is on a stand and secured, or
 3. when both drive wheels are raised off the ground. No kart may run unattended. If a kart is running in the pits or grid in any other manner than the above, a disqualification from that event may occur.

8 FLAGS AND WARNINGS

All races are controlled by means of flags of different colour. The following flags are compulsory at all events.

- a) **STARTING FLAG:** The flag utilised shall be the Club flag or the National flag. The starter shall show the flag to the field of competitors to indicate the race is to be started. The race is started when the flag is dropped.
- b) **WHITE FLAG:** The flag is used to indicate the last lap of (a) warm-up phase, or (b) last lap of the race. This flag is held in a stationary position.
- c) **FINISH FLAG:** The flag utilised shall be a black and white chequered flag. Once this flag is shown, the race has ended and all participants crossing the finish line must complete one more lap to prepare to leave the track.
- d) **GREEN FLAG:** This flag is used to signal a race ready situation, such as following on a period of racing under safety (yellow flag) conditions and to restart the race. The green flag shall be used just like the starting flag in the case of a stopped race.

- e) **BLACK FLAG**: This flag signals that a participant has been disqualified and that the latter should stop and park on the infield IMMEDIATELY. This disqualification may be for a driving infraction or unsportsmanlike conduct.

Procedure when a black flag is received:

- The driver must immediately, when safe, pull to the infield for the remainder of the race. Points for that race are forfeited.
- Report to the Race director IMMEDIATELY after the race.
- With the next heat, the driver will take his place as per the line-up (and not at the back as previously)
- Should a driver receive a second black flag for the day, all points for the day will be forfeited and the driver will not be permitted to complete the day.

- f) **TECHNICAL “MEATBALL” FLAG**: This is a black flag with a yellow/orange centre. Displayed for technical or mechanical infractions or in cases of unsafe equipment or loss of safety apparel. You have to stop and park on the infield immediately. After the race you can return to the pits and execute the necessary repairs before the next race. This is not a “Black Flag”, i.e. not disqualified!

- g) **BLACK AND WHITE FLAG**: This flag indicates to the competitor that he is being warned and watched for contravention of the rules / regulations, or indicates that a competitor is engaging in deliberate obstructive tactics. The competitor shall continue for the rest of the race and shall report to the Race Director immediately after the race.

The following will be applied by the Race Director:

- First warning flag: Verbal warning and competitor to start at the back of the grid for the next race. You will be warned only once with a black and white flag; a second warning will result in a waved black flag.
- The Warning Flag will not be used in the finals, but be replaced with a Black Flag.

- h) **YELLOW FLAG**: This is used to invoke the safety flag status. Any marshal in the interest of safety can deploy it. When the yellow flag is held out, competitors should be aware that there might be an obstruction on the track posing a danger. The full course is under yellow flag conditions and idling speed needs to be maintained until yellow flag period is over.

During racing under a yellow flag competitors are not allowed to overtake and must stay in their original places. Circling will continue until officials are satisfied that the track is clear / driving conditions are safe. Riders need to line up in single file in position when the yellow flag went up. Laps completed under yellow flag conditions will not count towards the duration of the race. After the yellow flag period will follow one lap under the white flag and the race will be restarted with the green flag.

- i) **RED FLAG**: The red flag is used only to stop races and is always initiated by the Race Director only. Once the red flag is shown, all competitors must endeavour stop racing as soon as possible, taking the safety of everybody into consideration.
- Any driver refusing to obey a Red Flag immediately, will be Black Flagged for the rest of the event.
- j) **BLUE FLAG**: This flag is used to indicate to a competitor that he is about to be overtaken or lapped. This competitor may under no circumstances try to prevent the opponent from overtaking and must move to the outside line in a safe manner in order for the faster karts to pass on the race line after which he can move back to the inside line.

- k) **FIRST AID FLAG:** This is a white flag with a red cross. Displayed when medical assistance is needed on track. Should this flag be displayed when racing under yellow flag condition, drivers should yield to allow for medical personnel on track. This flag is not used to regulate racing.

9 SAFETY EQUIPMENT

HEAD GEAR: Full coverage (full face) helmets designed for competitive motorsports use are compulsory. Helmet must be in good condition and is subject to pre-race inspection. Helmet must be secured with a strap. Failure to properly secure helmet may result in disqualification. **NOTE:** If hair extends appreciably from beneath helmet level it is **COMPULSORY** that participant wear "balaclava" / head-sock / hair net to keep hair from extending outside helmet. Also, no apparel items such as bandanas, sweater hoods, loose belts, etc., will be permitted.

EYE PROTECTION: Eye protection is compulsory, either goggles designed for motor sports use or a full visor integral with helmet. Industrial safety goggles and sun glasses may not be worn on track. Only shatter proof sun glasses may be used behind full face visor.

NECK BRACES: Collar-type, unaltered neck brace designed for motorsports compulsory for all competitors in all classes

DRIVER APPAREL: Drivers are required to wear the following:

- One-piece overalls. These may be special racing designed or ordinary industrial overalls. The said overalls must have long sleeves, a collar and full length pants. When racing it will be buttoned / zipped up to the neck. It may not have parts liable to be caught up in the chain or any other moving parts.
- Wearing of full gloves for protection of their hands compulsory for all competitors. No gloves not covering fingers allowed.
- Closed shoes with no laces is recommended. In case of shoes with laces they need to be safely tucked into the sides of the shoes as to prohibit loose ends. Closed shoes are compulsory.
- NB: No nylon clothing / lingerie / underwear may be worn. All clothing should be flame-retardant.

10 CLASSES AND TECHNICAL SPECIFICATIONS

10.1 EVENT FORMAT

- a) **NORMAL EVENT FORMAT:** Will be to run four heats, (laps calculated on the number of karts entered + 2 laps) and Main Event. No race will be run for less than 7 laps. The Race Director may decide to end a race prematurely should too many karts be eliminated.
- b) **HEATS:** First heat will be gridded according to a blind-draw, with the lowest draw number starting inside pole. The second heat inverted draw order of the first heat. Third heat will again be gridded according to a blind-draw, with the fourth heat inverted draw order of the third. Competitors arriving after the draw has been done, will start all races in the last position.
- c) **RACE START:** The complete starting position will be made available after the riders briefing. It is the riders' responsibility to ensure that he/she is aware of their starting position. As soon as the gates open, all karts for that round needs to be present on the track. Each rider will be ready by the gates at the start of the previous race in order to not waste time

- d) **GRID POSITIONS FOR SPLIT-CLASSES:** Grid draws will take place during riders briefing. Numbers drawn will be split into two colours, and the colour drawn will determine in which group you will participate for the day. This is only in cases where the class has to be split.

10.2 POINT SYSTEM:

- a) Zone 7 events counting toward annual point championships shall be listed in an annual schedule printed by Zone 7. The schedule must be available to all competitors. Schedule change notifications can be made at drivers' meetings, by direct mail, e-mails and telephone contact, provided that all members are dully notified.
- b) **TIE-BREAKING:** In the event of a tie in points scoring situation, the tie will be broken by the highest finishing position of the first (if also a draw, the next) heat of the day for those competitors at a draw
- c) **POINTS SCORING:** Points for the four heat races as well as the final will be calculated as indicated below:

Position	1	2	3	4	5	6	7	8	9-12
Points	11	9	7	6	5	4	3	2	1

- d) **FINAL:** The final will also be scored as per the above table. Person with most points will start first on grid during finals. Class winner is the driver with the most points at the end of the day; this includes the 4 heats and the finals. This will determine the day overall winner per class. Non club members' points will be subtracted for the club championship and points will be reworked before the club points are released. Points earned in the final will also count towards the championship
- e) **DUMMY GRID (PRE RACE GRID):** All karts and drivers must be in their starting position on the grid, one class prior to their class. If your class is the first to grid you will be notified by announcement, whistle, or other means and you must be at the grid in 5 minutes.
- f) **NON-STARTERS:** In the event of non-starters, the space shall always be left open on the starting grid.
- g) **WARM-UP, PACE LAPS, AND RESTARTS:** There shall be no warm-up or pace laps other than the first lap out on the track to form up the starting grid. Once the kart is on the racing surface, working on the kart(s) is not allowed.
- h) Once the pit gate is closed, the race director shall signal a white flag allowing for 1 pace / warm-up lap. All competitors shall drive to their appropriate grid positions and maintain a slow pace speed. If a kart cannot continue under its own power, the driver shall park his kart as far off the racing surface on the infield as possible and move himself to a safe position off the track.
- i) The rider in the first position will determine the race pace, in case first position is left open, by default the second position will take this responsibility. As soon as the first 4 karts are in position after warm up rounds, the race will begin.

REMEMBER:

Kart 1 will determine the pace

The COC can penalise the riders driving too fast during start up laps by moving them to the back for the start of the race.

Drivers to maintain their position until the start race flag drops after which you can start passing the riders in front of you.

Should a rider refuse to line up or hold up the start line before the race, the COC can penalize the rider by moving him to the back of the start grid.

j) **START OF THE RACE:** Rolling Start:

The race shall begin when the starting flag is dropped.

At the Race Director's option, the start may be controlled by the use of cones placed on the centre line of the track to keep the two rows of karts separated. Recommended procedure is to use no more than three cones and they may not extend past the start line.

If after the start of the race, the starter decides that a restart is necessary (i.e. false start, poor start) he shall signify a restart with yellow and red crossed flags. Karts shall reform their positions in the pack for a restart at a slow pace in their original grid positions. The Race Director may impose penalties on the kart or karts that necessitated a restart condition.

Note: The decision to restart a race is not protest able.

k) **RACE SAFETY:**

After the start of the race and within the first round, if any accidents happen whereby other riders loose position, the race can be stopped. The race will be stopped with a red flag; all the riders will reform starting position after which the race will restart. In case some of the karts are damaged beyond starting, the riders will be called off the track back to the pit areas for repairs after which the heat will be recalled after the substitute race is over. Riders have time for repairs until said race is over after which failure to appear at the track will result in a race forfeit/ the heat will not be recalled for longer than 1 substitute race.

In case a rider lost control in the first lap without penalizing a fellow rider, the race will continue as normal.

11 DRIVING REGULATIONS:

A competitor shall, at all times, drive in a manner compatible with general safety.

Manoeuvres liable to hinder other competitors such as premature direction changes, obvious obstruction, deliberate crowding, dangerous lane changes, premature braking, braking on exits of corners or any other abnormal actions are strictly prohibited.

When a competitor leaves the track while competing he shall immediately bring his kart under control and re-join the race near the place he left the race when it is safe to do so. No advantage must be gained over the other competitors, nor may he disadvantage any other competitors upon re-joining.

Contact racing is prohibited for all open wheeled classes. Non-Contact shall mean nothing more than the coming together of karts caused by close racing. Although it is understood some inadvertent contact will occur, intentional and avoidable bumping, nerving, pushing, etc., will be grounds for disqualification. Such coming together shall not be forceful enough to cause the leading kart to be

placed in a different racing line involuntary. You will be warned only once with a black and white flag; a second warning will result in a waved black flag.

a) Driving Direction:

Development class, 160cc, 200cc, 270cc, 300cc, 390cc, Beetles and Mods – Clockwise driving direction.

Wing karts – Anti Clockwise driving direction.

b) FIRST LAP:

- Passing manoeuvres are permitted.
- An accident / incident that causes a disadvantage to other competitors, will automatically cause the race to be restarted.
- If a competitor is spun out by another competitor the race will be restarted and the transgressor punished.

c) OVERTAKING & LAPPING: The following shall apply to overtaking:

- The driver who has his/her feet in the corner first, irrespective of the driving line, has the benefit of the corner. The beginning and end of the corner will be demarcated with a white painted marker.
- The corners as well as the approach and exit zones thereof may be negotiated by the competitor in any way they wish, within limits of the track and constraints imposed by rules/regulations.
- Overtaking, according to the possibilities of the moment, may be done on the inside or outside.

d) MINIMUM ENTRIES: No minimum number of entries per class is applicable any more. The drivers participating on the day will score championship point as per rules in case of less than 5 entries on the day in a specific class; the class may be combined with another in order to save some time.

e) MAXIMUM ENTRIES:

JUNIORS, 200/270'S & 390'S: The maximum number of karts permitted in any one heat will not exceed 12 entries. Classes with more than 12 entries, will be split up in two or more groups. The main event will consist of the 12 highest scoring entries from the days' races.

300's & 425's: The maximum number of karts in any one heat will not exceed 12 entries. The main event consists of 12 highest scoring entries from the days' races.

REDRAW: Should the total number of competitors in any split class become less than 12 (Juniors; 200/270's & 390's) or less than 12 (300's & 425's), a redraw will be done on the starting line with all remaining karts in the same heat.

f) RACE DISTANCE: the lap amounts will be determined by the amounts of karts that entered plus 2 rounds. Example: 8 karts entered will result in 8 laps + 2 laps = 10 laps. No race will be less than 7 rounds. The COC may at his/her own discretion shorten the race in case too many karts have been damaged and pulled from the race.

12 GENERAL KART SPECIFICATIONS:

12.1 FRAME:

Main frame members shall be constructed of nominally round tubing, allowing for normal distortion and elongation near bend radii. Minimum diameter for main frame members is 25,4mm and maximum diameter is 35 mm. Minimum tubing wall thicknesses at 1.6mm. The mounting points

need to be welded forming a solid structure in correlation to the engine providing safety for the rider, competitors and spectators. No protruding pipes past the end or sides of the kart that can cause harm to other riders or karts. Outside measurements of karts to not be more than 2000mmx1400mm

12.2 FLOOR PAN AND SEAT:

These items shall be of a design that would prevent any portion of driver's body to pass between these components to the track surface. A full floor or belly pan is allowed providing it is within the area inside of the main frame rails and is no higher than the centre of the rear axle.

SEATS: Seat must be of one-piece or moulded construction with a bucket-shaped design. Aluminium will be allowed.

Seat must securely locate driver laterally and longitudinally. Seat must bolt securely to the frame at a minimum of four different locations. Only solid spacers may be used to position the seat. The use of rubber mountings or ready-bolt (threaded bar) for this purpose is not allowed. No lay down seats allowed. Covers are allowed permitting that it is completely stuck to the seat; no loose covers will be permitted as this is a safety hazard.

12.3 REAR BUMPER:

Rear bumper must be a rectangular shaped loop with rounded ends. The bumper should protect both the rear wheels. A straight length of tubing will not be permitted as rear bumper. The bumper must be constructed of 25mm maximum diameter steel tubing with a 1,6mm wall thickness and positioned so that: Maximum Height: 220mm (as raced) Minimum Height: no lower than rear axle. The bumper will not be mounted lower than the chassis. The use of plastic (karting bumper) or engineering plastic with rounded corners is allowed. These bumpers should cover half or more of the rear wheels if viewed from behind. The steel bumper may be covered with maximum 5mm lexon or engineering plastic as mud flap or advertising.

NB: The overall width of the kart may not exceed 1,400m.

12.4 FRONT BUMPER:

Only original bumpers manufactured from plastic is allowed. No metal reinforcement may be used on or inside these bumpers. Reinforcement may only be used as anchor points and may not be the full length of the inside of the bumper.

12.5 WHEELS AND TYRES

TYRES: Pneumatic, designed for racing application tyres only, maximum tyre size will be 7,1 x 11 x 5.

6" Rear wheels and tyres allowed for Camp karts/Wing karts

No restriction on type of tyres.

WHEELS: Material optional, but must be of proven design capable of maintaining tire bead seal in competition conditions.

12.6 AXLES AND HUBS

WHEEL HUBS: must be constructed of metallic materials. Wheels to be secured by using either bolts or studs.

WHEEL BEARINGS: Round ball or roller-type bearings only. Wheel bearings must be adjusted so there is no excessive wheel play.

REAR AXLE ASSEMBLY: Axles may be solid or tubular of one-piece design. Minimum diameter is 25mm and maximum axle diameter is 50mm. Axles must be of a ferrous material. Both driving wheels must be locked to the rear axle with a "live" axle design.

12.7 STEERING:

Must be of direct, mechanical type.

STEERING SHAFT and all other steering components, may not be manufactured from High Tensile or Stainless steel. Bolts and fasteners are excluded.

STEERING WHEEL: Steering wheels should be circular, minimum 250mm diameter and minimum 2 spoke design.

12.8 BRAKES:

MINIMUM BRAKES: All karts must have brakes working in such a manner to at minimum, brake both rear wheels equally and adequately. Brake pedal must be secured to the kart with safety lock nuts.

Any hydraulic or cable brakes are allowed on the back axle

Front brakes only allowed in the 300cc, 390 mods/425 cc (mods), Beetles and Wing Kart class

No scrub or band type brakes allowed

Master cylinder actuating rod must be at least 6mm diameter solid steel rod without any welding done onto it, or a cable of at least 3mm diameter with positive fasteners at each end. Connector blocks may not be used for this purpose.

Only Crosby clamps allowed or else professionally made cables to be used.

12.9 CHAIN GUARD:

The kart should be fitted with a channel shaped chain guard constructed of Ferrous metal not thinner than 2mm or Non ferrous metal not thinner than 5mm to avoid injuries in case of breakage.

The entire chain, when viewed from above, must be covered.

The chain guard shall be closed in front to cover the whole clutch and should give adequate protection on the sides to prevent any possible contact with the clutch or chain.

Seems to be welded.

Chain guard to be mounted with a minimum of three mounting points. Two in front, one at the rear end of the chain guard.

12.10 FUEL SYSTEM

TANKS: The original gravity feed fuel tank may be used. If using any other fuel tank, the tank must be securely fastened to primary frame/ structure/floor pan of the kart. Fuel tank must be located within main frame rails beneath the steering shaft unless integral part of engine. Maximum of one fuel tank permitted with maximum 5 litre capacity. Fuel tanks must be constructed of puncture-resistant material and have a secure, leak-proof fill closure. No pressurized fuel systems are allowed.

FUEL: Only commercial fuel may be used. No other type of fuel will be allowed. Methanol will not under any circumstances be allowed.

Allowed octane is 95 to 109(This excludes beetle class, beetle class to use 95 pump fuel only)

12.11 BODYWORK

IMPORTANT: No kart will be allowed on track with anything resembling mud guards. Mud flaps may be placed behind front wheels but may not be higher than the side pod and must be constructed of lexon or engineering plastic. No fibre glass, or plastic that is liable to shatter under impact, like Perspex, may be used on a kart.

WORKMANSHIP: General suitability for competition, workmanship and appearance of kart will be considered in approving it for entry in an event. Decision of the race officials is final.

APPEARANCE: All bodywork must be neat in appearance and in good repair. Bodywork that appears loose and in danger of falling off may subject the entrant to black flag and/or disqualification during the running of an event.

12.12 STEERING FAIRING (BIB):

A fairing may extend from the front bumper rearward on an angle roughly paralleling the steering shaft. No portion of the steering fairing may be located within 75mm of any part of the steering wheel.

12.13 SIDE PANELS/PODS:

Side panels or pods to be used and must be securely mounted. Plastic side pods are preferred. These may, however, be replaced with a tubular nerf bar covered with Lexon/engineering plastic. Nerf bars must be constructed of minimum 20mm diameter steel tubing, and must be secured by a minimum M6 HT bolt. The rear portion of the nerf bar may not protrude laterally beyond the rear tire. This may not have any sharp corners or edges that may cause injury to any competitor.

NB: No fibre glass, or plastic that is liable to shatter under impact, like Perspex, may be used on a kart.

12.14 NUMBERS AND NUMBER PANELS:

Four numbers are to be displayed on the kart, one at the front centre (number bib) of the vehicle as viewed from the front and at the rear of the vehicle (Bumper) as viewed from behind, and one on each side of the kart. A maximum of Three digits may be used. *Digits should be 150mm high and must be black on yellow background only. Rear number to be mounted on bumper (plastic) or plastic number plate (steel bumper). Numbers must be in a block shape format no fancy lettering, and no numbers allowed on seat, Numbers may not touch each other.*

12.15 ELECTRICAL:

CUT-OUT SWITCH:

All karts must have a functional cut-out switch to be mounted on the side of the number bib marked with red

Cut-out switch must be a toggle switch.

A loose wire to short-circuit will not be tolerated.

BATTERY: Where a kart is fitted with a battery, it must have a metal hold-down bracket over it and be clamped down with at least 2 x M6 bolts. Tie-down straps (cable ties) may not be used.

12.16 MISCELLANEOUS

THROTTLE RETURN: It is compulsory for all karts to be equipped with positive acting dual throttle return springs.

INSPECTION MARKING: Method of engine and/or tire marking is at the discretion of the officials in charge. Any means undertaken by a competitor to duplicate, counterfeit or otherwise avoid normal component-marking procedures is cause for immediate disqualification and possible suspension of membership privileges.

PEDAL MOUNTING: Front bumper that incorporate pedal mounting points must be either welded to the frame or through-bolted. Both pedals must be equipped with return springs.

SUSPENSION: Use of suspension components of any type, including springs, shocks, etc., is prohibited.

DUAL BRAKING: Dual braking systems (front and rear) are prohibited in standard classes. Its however optional for use on 300's, 425' and Wing karts.

TRANSMISSION: No transmission, gearbox or other device which permits a change of gear/sprocket ratios while the vehicle is in motion is allowed. Torque converters and CVTs are prohibited.

DIFFERENTIALS / WHEEL DRIVE or WHEEL STEER: The use of differentials or any differential type of rear axle or any type of system that permits the rear wheels to turn independently of each other is not permitted. Front wheel drive, four-wheel drive, rear steer, and four-wheel steer are not permitted.

DRIVER AND WEIGH-IN: In all cases, minimum weight is defined as total weight of driver and kart in as-raced condition. All drivers may be subjected to a minimum combined kart/driver weight check. Mounting of weights to nerf bars, front bumpers and rear bumpers is prohibited.

- All weights must be white in colour for visibility. All additional weight pieces to be bolted down:
- 1kg and less = 1 x M8 HT bolt + nyloc;
- More than 1 kg = 2 x M8 HT bolts + nylocs.
- No cable ties / temporary fasteners may be used. No added weight allowed on driver.

13 ENGINE RULES:

The following rules will be applicable to all karts competing in events staged by Zone 7 DIRT KARTING during the 2018/2019 racing season.

13.1 GENERAL

Honda or Hoffmann GX type 4-stroke engines (or “look alike” engines) will be used to participate in the classes mentioned below.

Briggs and Stratton engines allowed in 300cc,390 Mods/425(Mods) and Wing karts only

Participants will only be allowed to use an engine of the correct size as the class states.

A pulse fitting for fuel pump may be fitted.

Electric starters may be fitted

Engineering allowed in all classes for repairing and bringing back parts to fall within specification according to this rule book

Class age restrictions can be waived if the competitor has achieved 1st, 2nd or 3rd position for the season in a championship. In this case he/she could be moved up in class if requested and at the committees' discretion

13.2 NEWBY CLASS

This is not a championship class, no points will be scored for the championship, Maximum one year, at the discretion of the committee drivers can be moved up to the next class. Only Participation trophies will be relevant for the day

This is a standard class. Age 5 to 8 years. Minimum weight 100kg

The engine (Honda / Hoffmann / look alike) must comply with the original 160cc specifications. The following changes are permitted:

- Machine crankshaft to fit a bearing on big end.
- Machine connecting rod to fit big end bearing.
- Machine crankshaft end to fit a clutch.
- Remove low oil sensor and governor.
- Skimming of cylinder head.
- An electric starter may be fitted.
- Air cleaner and exhaust may be replaced.
- Top mount fuel tank may be removed and a pulse fitting may be fitted for the fuel pump.
- No other machining allowed.

Engine maximum size	-166cc/206cc
Engine type	-Honda GX and Clone only, No Briggs and Stratton
Cylinder head	-Cylinder head combustion chamber must have a capacity of not less than 12cc when plug is fitted only skimming allowed no welding. No porting or polishing of ports allowed.
Head gasket	-Original Honda / Hoffmann "look alike" head gasket for this engine only. No handcrafted head gaskets allowed.
Valve springs	-Springs - 29 - 30,5 mm free length -Must stay original as per manufacturer spec
Valves	- Diameters: Intake head - 25mm max Intake stem - 5,318mm - 5,48mm Exhaust head - 24mm max Exhaust stem - 5,275mm - 5,44mm
Cotters and retainers	-Must stay original as per manufacturer spec
Valve rockers	-Must stay original as per manufacturer spec
Pushrods	-Must stay original as per manufacturer spec
Piston	-Must stay original as per manufacturer spec 68mm(160cc) / 68mm(200cc) 0,5mm oversize allowed -May not protrude the block -No machining allowed
Conrod	-Must stay original as per manufacturer spec(machining allowed for bearing)
Crankshaft	-Must stay original as per manufacturer spec 45mm stroke (160cc) / 54mm(200cc) (machining allowed for clearances clutch & bearing)
Flywheel	-Must stay original as per manufacturer spec, original key and keyway, no machining allowed
Flywheel key	-Must stay original as per manufacturer spec, must be in place
Fan	-Must stay original as per manufacturer spec
Coil	-Must stay original as per manufacturer spec, 6mm bolts to be used, mounted on original mounting points, bolts and coil may not be machined
Ignition timing	-No alteration of ignition timing allowed
Air cleaner and air cleaner intake	-Intake and filter, no limitation -Must have safety cable, chain or bracket attached to filter
Carburettor	-Must stay original as per manufacturer spec, 18mm butterfly, jetting allowed
Isolator block	-Must stay original 7mm isolator block must be in position no machining allowed; Gaskets may be matched to carburettor and intake port.
Exhaust	-No limitation, must have 3 mounting points
Camshaft	- Camshaft to be bought from Zone 7, This will be a marked and tested cam. Sizes of cam also engraved on Cam. If the cam has been tampered with, for

	example, engraving or lobe sizes tampered with, inspection will be failed.
Starter	-Pull starter and electric starter allowed

13.3 Juniors 160/200cc standard

This is a standard class. Age 5 to 10 years. Minimum weight 100kg

The engine (Honda / Hoffmann / look alike) must comply with the original 160cc specifications. The following changes are permitted:

- Machine crankshaft to fit a bearing on big end.
- Machine connecting rod to fit big end bearing.
- Machine crankshaft end to fit a clutch.
- Remove low oil sensor and governor.
- Skimming of cylinder head.
- An electric starter may be fitted.
- Air cleaner and exhaust may be replaced.
- Top mount fuel tank may be removed and a pulse fitting may be fitted for the fuel pump.
- No other machining allowed.

Engine maximum size	-166cc/206cc
Engine type	-Honda GX and Clone only, No Briggs and Stratton
Cylinder head	-Cylinder head combustion chamber must have a capacity of not less than 12cc when plug is fitted only skimming allowed no welding. No porting or polishing of ports allowed.
Head gasket	-Original Honda / Hoffmann "look alike" head gasket for this engine only. No handcrafted head gaskets allowed.
Valve springs	-Springs - 29 - 30,5 mm free length -Must stay original as per manufacturer spec
Valves	- Diameters: Intake head - 25mm max Intake stem - 5,318mm - 5,48mm Exhaust head - 24mm max Exhaust stem - 5,275mm - 5,44mm
Cotters and retainers	-Must stay original as per manufacturer spec
Valve rockers	-Must stay original as per manufacturer spec
Pushrods	-Must stay original as per manufacturer spec
Piston	-Must stay original as per manufacturer spec 68mm(160cc) / 68mm(200cc) 0,5mm oversize allowed -May not protrude the block -No machining allowed
Conrod	-Must stay original as per manufacturer spec(machining allowed for bearing)
Crankshaft	-Must stay original as per manufacturer spec 45mm stroke (160cc) / 54mm(200cc) (machining allowed for clearances clutch & bearing)
Flywheel	-Must stay original as per manufacturer spec, original key and keyway, no machining allowed
Flywheel key	-Must stay original as per manufacturer spec, must be in place
Fan	-Must stay original as per manufacturer spec
Coil	-Must stay original as per manufacturer spec, 6mm bolts to be used, mounted on original mounting points, bolts and coil may not be machined
Ignition timing	-No alteration of ignition timing allowed
Air cleaner and air cleaner intake	-Intake and filter, no limitation -Must have safety cable, chain or bracket attached to filter

Carburettor	-Must stay original as per manufacturer spec, 18mm butterfly, jetting allowed
Isolator block	-Must stay original 7mm isolator block must be in position no machining allowed; Gaskets may be matched to carburettor and intake port.
Exhaust	-No limitation, must have 3 mounting points
Camshaft	- Camshaft to be bought from Zone 7, This will be a marked and tested cam. Sizes of cam also engraved on Cam. If the cam has been tampered with, for example, engraving or lobe sizes tampered with, inspection will be failed.
Starter	-Pull starter and electric starter allowed

13.4 JUNIORS: 160CC PRO

Age 8 to 12 years. 100kg min

Engine maximum size	-166cc
Engine type	-Honda GX and Clone only, No Briggs and Stratton
Cylinder head	-Porting allowed -Machining allowed -Minimum combustion chamber size 12cc with spark plug in place
Head gasket	-Must stay original as per manufacturer spec, includes steel gasket
Valves	-Intake head size 25mm -Exhaust head size 24mm -Aftermarket valves allowed -Machining allowed
Valve springs	-No limitation
Cotters and retainers	-No limitation
Valve rockers	-1.3 to 1 ratio rockers only -no other limitation
Pushrods	-No limitation
Piston	-Maximum 68.5mm -No dome pistons -May not protrude the block
Conrod	-No limitation
Crankshaft	-Must stay original as per manufacturer spec (machining allowed for clearances, clutch & bearing)
Flywheel	-Must stay original as per manufacturer spec
Flywheel key	-No limitation
Fan	-Must stay original as per manufacturer spec
Coil	-Must stay original as per manufacturer spec
Ignition timing	-No limitation
Air cleaner and air cleaner intake	-No limitation -Must have safety cable, chain or bracket attached to filter
Carburettor	-Honda GX type carburettor only -19mm butterfly -Jetting allowed

	-Machining allowed
Isolator block	-Original 7mm thick -Only one allowed -Machining allowed
Exhaust	-No limitation -Must have 3 mounting points
Camshaft	-No limitation
Starter	-Pull starter and electric starter allowed

13.5 JUNIORS 200CC PRO

Age 8 to 12 years. 100kg min

Engine maximum size	-206cc
Engine type	-Honda GX and Clone only, No Briggs and Stratton
Cylinder head	-Porting allowed -Machining allowed -Minimum combustion chamber size 12cc with spark plug in place
Head gasket	-Must stay original as per manufacturer spec, includes steel gasket
Valves	-Intake head size 25mm -Exhaust head size 24mm -Aftermarket valves allowed -Machining allowed
Valve springs	-No limitation
Cotters and retainers	-No limitation
Valve rockers	-1.3 to 1 ratio rockers only -no other limitation
Pushrods	-No limitation
Piston	-Maximum 68.5mm -No dome pistons -May not protrude the block
Conrod	-No limitation
Crankshaft	-Must stay original as per manufacturer spec (machining allowed for clearances, clutch & bearing)
Flywheel	-Must stay original as per manufacturer spec
Flywheel key	-No limitation
Fan	-Must stay original as per manufacturer spec
Coil	-Must stay original as per manufacturer spec
Ignition timing	-No limitation
Air cleaner and air cleaner intake	-No limitation -Must have safety cable, chain or bracket attached to filter
Carburettor	-Honda GX type carburettor only -19mm butterfly -Jetting allowed

	-Machining allowed
Isolator block	-Original 7mm thick -Only one allowed -Machining allowed
Exhaust	-No limitation -Must have 3 mounting points
Camshaft	-No limitation
Starter	-Pull starter and electric starter allowed

13.6 270CC:

Age 12 years and older. 150kg min

Engine maximum size	-276cc
Engine type	-Honda GX and Clone only, No Briggs and Stratton
Cylinder head	-No limitation
Head gasket	-Must stay original as per manufacturer spec, includes steel gasket
Valves	-Intake head size 30mm -Exhaust head size 26mm -Aftermarket valves allowed -Machining allowed
Valve springs	-No limitation
Cotters and retainers	-No limitation
Valve rockers	-1.2 to 1 ratio rockers only -No other limitation
Pushrods	-No limitation
Piston	-Maximum 77.5mm -No dome pistons -May not protrude the block -Machining allowed for conrod
Conrod	-No limitation
Crankshaft	-Must stay original as per manufacturer spec (machining allowed for clearances, clutch & bearing) -Balancing allowed
Flywheel	-Must stay original as per manufacturer spec
Flywheel key	-No limitation
Fan	-Must stay original as per manufacturer spec
Coil	-Must stay original as per manufacturer spec
Ignition timing	-No limitation
Air cleaner and air cleaner intake	-No limitation -Must have safety cable, chain or bracket attached to filter
Carburettor	-Honda GX type carburettor only -23mm butterfly

	-Jetting allowed -Machining allowed
Isolator block	-Up to 50mm spacer block allowed -Only one allowed -Machining allowed
Exhaust	-No limitation -Must have 3 mounting points
Camshaft	-No limitation
Starter	-Pull starter and electric starter allowed

13.7 390 CC Standard

Age 16 years and older. 180kg min

The engine (Honda / Hoffmann / look alike) must comply with the original 390cc specifications. The following changes are permitted:

- Machine crank shaft to fit a bearing on big end.
- Machine connecting rod to fit big end bearing.
- Machine crank shaft end to fit a clutch.
- Skimming of cylinder head and machining spring seat to allow Hoffmann valves.
- Remove low oil sensor and governor.
- An electric starter may be fitted.
- Valves Air cleaner and exhaust may be replaced.
- Top mount fuel tank may be removed and a pulse fitting may be fitted for the fuel pump.
- Valves may be machined to fit cotters and to cut stem length only.
- No other machining allowed.

Engine maximum size	-395cc
Engine casing	Honda / Hoffman and "look alike" (Chinese motors) 340-390cc.
Valves and springs	Any valve may be used, on the following conditions: Valve head diameter to correspond with original Hoffmann/ Honda "look alike" valves for this engine. Length of valve stems to correspond with original Hoffmann/ Honda "look alike" valves for this engine. Original Hoffmann/Honda "look alike" 390cc valve springs with 37.5-39.0mm free length to be used only. Only machining allowed on valve will be cutting to length and grooving for cotters.
Diameter of valve head	Intake : 35mm Max Exhaust : 31mm Max
Diameter of valve stem	Intake : 6.44-6.59mm Exhaus : 6.40-6.55mm

Piston and Rings	Original Honda / Hoffmann "look alike" pistons and rings for this engine only to a maximum of second oversize. No machining on piston allowed. Piston may not protrude above bore.
Flywheel and cooling fan	Original standard 390cc flywheel (pull start) or ring gear flywheel (electric start) no machining allowed and standard key to be fitted. No alteration of ignition timing. Standard 390cc cooling fan to be fitted , no alterations allowed
Coil	Original standard 390cc coil and M6 bolts no machining allowed and original mounting points.
Air Cleaner	Air cleaner may be replaced and safety cable from air cleaner to motor to be fitted.
Carburettor	Original Honda / Hoffmann " look alike" 390cc carburettor for this engine only. Butterfly size = 27mm; No adjustable main jets allowed and no machining allowed. Choke must be fitted
Isolator Block	Original 15mm isolator block must be in position no machining allowed. Gaskets may be matched to carburettor and intake port.
Cylinder head	Cylinder head combustion chamber must have a capacity of not less than 36cc when plug is fitted only skimming allowed no welding. No porting or polishing of ports allowed.
Head gasket	- Original Honda / Hoffmann "look alike" head gasket for this engine only. No handcrafted head gaskets allowed.
Exhaust	Exhaust may be replaced must have 3 mounting points.
Camshaft	Camshaft to be bought from Zone 7, This will be a marked and tested cam. Sizes of cam also engraved on Cam. If the cam has been tampered with, for example, engraving or lobe sizes tampered with, inspection will be failed.
Mass of racing unit	180kg Minimum

No engineering tolerance will be allowed.

Any changes not stipulated above are not permitted.

13.8 390 CC Mod

Age 16 years and older. 180kg min

Engine maximum size	-396cc
Engine type	-Honda GX and Clone only, No Briggs and Stratton
Cylinder head	-No limitation
Head gasket	-Must stay original as per manufacturer spec, includes steel gasket
Valves	-Intake head size 37mm -Exhaust head size 32mm -Aftermarket valves allowed -Machining allowed
Valve springs	-No limitation

Cotters and retainers	-No limitation
Valve rockers	-1.2 to 1 ratio rockers only -No other limitation
Pushrods	-No limitation
Piston	-Maximum 88.5mm -No dome pistons -May not protrude the block
Conrod	-No limitation
Crankshaft	-Must be original as per manufacturer spec stroke (machining allowed for clearances, clutch & bearing)
Flywheel	-Must stay original as per manufacturer spec
Flywheel key	-No limitation
Fan	-Must stay original as per manufacturer spec
Coil	-Must stay original as per manufacturer spec
Ignition timing	-No limitation
Air cleaner and air cleaner intake	-No limitation -Must have safety cable, chain or bracket attached to filter
Carburettor	-Honda GX type carburettor only -27mm butterfly -Jetting allowed -Machining allowed
Isolator block	-Original 15mm thick -Only one allowed -Machining allowed
Exhaust	-No limitation -Must have 3 mounting points
Camshaft	-No limitation
Starter	-Pull starter and electric starter allowed

13.9 300CC:

Age 16 years and older. 165 kg min

Engine maximum size	-306cc
Engine type	-Honda GX and Clone only, Briggs and Stratton allowed
Cylinder head	-No limitation
Head gasket	-No limitation
Valves	-No limitation
Valve springs	-No limitation
Cotters and retainers	-No limitation
Valve rockers	-No limitation

Pushrods	-No limitation
Piston	-No limitation
Conrod	-No limitation
Crankshaft	-No limitation
Flywheel	-No limitation
Flywheel key	-No limitation
Fan	-No limitation
Coil	-Must stay original as per manufacturer spec Briggs and Stratton or Honda GX
Ignition timing	-No limitation
Air cleaner and air cleaner intake	-No limitation -Must have safety cable, chain or bracket attached to filter
Carburettor	-No limitation
Isolator block	-No limitation
Exhaust	-No limitation -Must have 3 mounting points
Camshaft	-No limitation
Starter	-Pull starter and electric starter allowed

13.10 SUPERMODS:

Age 18 years and older. 190 kg

Engine maximum size	-500cc
Engine type	-Honda GX and Clone only, Briggs and Stratton allowed
Cylinder head	-No limitation
Head gasket	-No limitation
Valves	-No limitation
Valve springs	-No limitation
Cotters and retainers	-No limitation
Valve rockers	-No limitation
Pushrods	-No limitation
Piston	-No limitation
Conrod	-No limitation
Crankshaft	-No limitation
Flywheel	-No limitation
Flywheel key	-No limitation
Fan	-No limitation
Coil	-Must stay original as per manufacturer spec Briggs and Stratton or Honda GX
Ignition timing	-No limitation
Air cleaner and air cleaner intake	-No limitation -Must have safety cable, chain or bracket attached to filter
Carburettor	-No limitation
Isolator block	-No limitation
Exhaust	-No limitation -Must have 3 mounting points
Camshaft	-No limitation
Starter	-Pull starter and electric starter allowed

13.11 WING KARTS:

Age 18 years and older. 200kg min

Engine maximum size	-450cc
Engine type	-Honda GX and Clone only, Briggs and Stratton allowed
Cylinder head	-No limitation
Head gasket	-No limitation
Valves	-No limitation
Valve springs	-No limitation
Cotters and retainers	-No limitation
Valve rockers	-No limitation
Pushrods	-No limitation
Piston	-No limitation
Conrod	-No limitation
Crankshaft	-No limitation
Flywheel	-No limitation
Flywheel key	-No limitation
Fan	-No limitation
Coil	-Must stay original as per manufacturer spec Briggs and Stratton or Honda GX
Ignition timing	-No limitation
Air cleaner and air cleaner intake	-No limitation -Must have safety cable, chain or bracket attached to filter
Carburettor	-No limitation
Isolator block	-No limitation
Exhaust	-No limitation -Must have 3 mounting points
Camshaft	-No limitation
Starter	-Pull starter and electric starter allowed
Cage	-Cage constructed out of ferrous metal with min OD of 21mm & min wall thickness 2mm or 25mm OD & 1.6mm wall thickness Frame to no less than 100mm above Your head
Wing	-Centre Wing: Length(front to back) Min - 750mm Length(front to back) Max - 1000 Width(left to right) Min - 900 Width Max(left to right) - 1200 -Side wings not to exceed 600mm high x 1300mm long And no less than 300mm high x 1100mm long - Wing sides to be bend 45 degrees at top and bottom -Must have left and right sides fitted on wing - Front wing optional
Body and look	-Kart to be fitted with a midget look – a – like rear and front body kit
Nerf Bar	-Nerf bar to run a minimum gap between front and rear tyres -Aluminium or steel allowed, minimum 22mm diameter with 1.5mm wall thickness or ferrous steel, minimum 19mm diameter with 2mm wall

	thickness -Rear wheels may not protrude past the nerf bars
Tyres and rims	-6" allowed
Seat	Must be aluminium, Minimum 3mm thickness, back section must be at least 100mm higher than Your shoulders
Harness	-4 point harness to be used

13.12 BEETLES 680 CC

Minimum age 18 years. Weight 235kg

Engine maximum size	-680cc
Engine type	-Torx GB680 V-Twin only
Cylinder head	-Must stay original as per manufacturer spec
Head gasket	-Must stay original as per manufacturer spec
Valves	-Must stay original as per manufacturer spec
Valve springs	-Must stay original as per manufacturer spec
Cotters and retainers	-Must stay original as per manufacturer spec
Valve rockers	-Must stay original as per manufacturer spec
Pushrods	-Must stay original as per manufacturer spec
Piston	-Must stay original as per manufacturer spec
Conrod	-Must stay original as per manufacturer spec
Crankshaft	-Must stay original as per manufacturer spec
Flywheel	-Must stay original as per manufacturer spec
Flywheel key	-Must stay original as per manufacturer spec
Fan	-Must stay original as per manufacturer spec
Coil	-Must stay original as per manufacturer spec
Ignition timing	-Must stay original as per manufacturer spec
Air cleaner and air cleaner intake	-No limitation -Must have safety cable, chain or bracket attached to filter if loose item
Carburettor	-Must stay original as per manufacturer spec Torx GB680 -Dual butterfly -Butterfly size 27mm max -Ventury size 21.5mm max -Non adjustable air screw only
Isolator block	-Must stay original as per manufacturer spec
Exhaust	-No limitation -Must have 3 mounting points
Camshaft	-Must stay original as per manufacturer spec

Starter	-Pull starter and electric starter allowed
Body and look	-Kart to be fitted with a Beetle look – a – like body kit
Nerf Bar	-Nerf bar to run a minimum gap between front and rear tyres
Tyres	-Slick tyres and grooved slick tyres only allowed
Brakes	-Front and rear allowed

14 GRIEVANCE PROCEDURE:

All grievances involving specifications legality and driver conduct shall be submitted by a bona fide (legal) entrant from the same class as the accused participant. Aggrieved party may be required to submit to similar inspection procedure as accused participant. If a driver has left and not withdrawn for the day and gets a grievance lodged against him he will lose his points for the day and on the 2nd time his season points, all drivers accused must stay to the end of racing to complete procedures (e.g. weigh in) if not day point will be lost and on the 2nd time season point.

14.1 WRITTEN GRIEVANCE:

Written Grievance on the prescribed form, obtainable from the Club Secretary, should refer to a specific (a) specification and/or (b) regulation contained within this document and refer to paragraph and page number when specifications and/or rules apply.

14.2 WHO MAY LODGE A GRIEVANCE?

The right to lodge a grievance is solely for a driver entering the race and in the same class as the person being accused. The race director is allowed to impound any kart under suspicion.

14.3 HOW DOES LODGING A GRIEVANCE WORK?

- A) A written grievance will only be accepted within 30 mins of the final of the class in question.
- B) The penalty for being found guilty of any wrong doing is determined by the club committee. Minimum penalty is losing your points for the day and losing all club points accumulated for the year. In case of second offence of the same type, driver can be banned from 2 race meetings as well as losing all club points for the year having to restart the championship from the back.

14.4 GRIEVANCE PROCEDURE:

- 14.4.1 Get all relevant documentation from Club Secretary
- 14.4.2 Hand in the completed form plus R1000 grievance fee to the race director accompanied by the race secretary. As soon as the grievance have been acknowledged and handed in the aggrieved party must refrain from any further action as to penalise himself and possible cancelation of grievance action.
- 14.4.3 The race director will announce that a grievance has been received by announcing the kart number and relevant class. No personal contact is allowed by any other competitor in the same class as the accused or the aggrieved party until grievance procedures are finalized
- 14.4.4 The accused must go to the race director immediately after announcement in order for him to be enlightened of the grievance content. The accused will only then get the chance to explain and give his side. Relevant documentation will be received from the race secretary to be completed in order for the grievance to be filed.
- 14.4.5 Should the accused wish to lodge a grievance against the aggrieved party, the relevant steps need to be repeated (see 14.4.2)
- 14.4.6 Should the accused not agree with the grievance, an independent Subject Matter Expert will be called in to investigate the matter further. Only the matter rising from the grievance will be investigated. The procedure as well as the SME must be acceptable to both parties involved.
- 14.4.7 Should the accused admit to any wrong doings knowingly or unknowingly, the race director can cancel the grievance with permission from the committee.
- 14.4.8 Any grievance pertaining to irregular engine modifications will be dealt with as follow:

The kart together with the race driver will be part of the grievance procedure.

The kart will be impounded

Both rider and kart will be investigated and weight as per class rules
- 14.4.9 Should the accused not allow the inspection or disregard the grievance, it will be deemed admission of guilt with the penalty as set out in **14.4.5** as seen below
- 14.4.10 Where grievance involve specific components such as engine parts that must be examined by the Zone 7 Officials, said kart will be impounded by the officials in charge and put in custody of the Race Director who will be responsible for providing said kart to Zone 7 Impound area. (Zone 7 officials may at their discretion open the engines on any race day after the finals has been completed.)
- 14.4.11 All engines used during the race is part of the grievance procedure and is subject to inspection should the SME and committee deem it necessary.
- 14.4.12 Zone 7 has a Go Kart impound area where all inspections will take place. No kart shall leave the premises unless written approval is given by the owner of the kart should the inspection necessitates inspections that cannot be carried out at Zone 7.

The following people will be part of the inspection:

- Race director who received the grievance
- Club Director and/ or committee
- Driver/pitmac who will open components for the inspection
- Technical director and/or assistant technical director who will conduct the inspection
- SME (Should this be required. See 14.4.6)

14.4.13 No other people will be allowed at the inspection. The aggrieved party will be allowed as a witness to the inspection.

14.4.14 The class captain is also allowed as witness but will not be allowed an input/opinion

14.4.15 **Outcome:** should the grievance be found **NOT** guilty, he will receive R500 of the grievance fee, the rest will go to the club. Should he be found guilty, R1000 will be paid back to the aggrieved party, the accused will be held liable for the R1000 payable to the club and he will forfeit his points for the race in which the grievance was actioned, he will also lose all accumulated season points. If found illegal for a 2nd time in the season all points will be lost and the driver will receive a 2 race meeting ban.

14.4.16 If the grievance is disallowed the aggrieved party shall forfeit the grievance fee to Zone 7. The decision of the technical committee is final. The results will be made public and no appeal will be granted.

14.4.17 In case the committee or race director or technical director chooses to lay claim on a kart because of suspected wrong doing, no fees will be applicable regardless of the outcome of the inspection. Should the rider be found guilty in such instance, the rider will forfeit his club points for the race.

14.4.18 Should it be found that a kart is outside his engine specs, the rider will forfeit the complete season points and his kart will have to be re inspected upon entering for the next race.

14.4.19 Should a person be found guilty a second time for the same wrong doings, he will automatically forfeit his season club points and depending on the committee have a 2 race ban.

14.4.20 **SINGULAR GRIEVANCE REQUIREMENT:** Grievance may not be collective, that is a bona fide entrant of the class in which the grievance is made must singularly lodge grievance. Once a grievance is properly lodged, additional grievances of the same incident, alleged technical infraction, etc., will not be accepted.