Zone 7 Dirt Karting Rules

ZONE 7 DIRT KARTING CLUB Main Objectives is to administer, manage, promote, market, develop and grow motor sport in all its facets under its administration in South Africa and internationally.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptance requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

No express or implied warranty of safety shall result from publications and/or compliance with these rules and/or regulations.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a member, participant, spectator, or official.

The official interpretation of these rules shall be accepted as binding. The regulations have been kept plain and straight forward, all rules read are meant for the intent and not for any member to unfold loopholes in the rules – <u>what is not written is not permissible.</u>

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INTRODUCTION

This document contains the competition regulations, specifications, and racing procedures of **ZONE 7 DIRT KARTING.** The information contained herein becomes effective **1 August 2026** 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 during the season if deemed necessary. This document may not be reproduced without the expressed written permission of **ZONE 7 DIRT KARTING.**

1. GENERAL ARTICLES:

1.1. GENERAL:

1.1.1. Promoter is a person or body, with ZONE 7 DIRT KARTING CLUB to present motor sport racing and who accepts full responsibility of all issues related to events, prior, on or post.

1.1.2. A Competitors' Club, who shall have an appointed working committee for the club and matters shall be governed by a club constitution. The committee shall be deemed to be the responsible body and shall assume equal duties and responsibilities as per the promoter regulations.

1.1.3. Reference to a home-base club shall mean – a club whereby the competitor shall hold membership with for the formula of sport he/she wishes to participate.

1.1.4. All references made in the regulations shall be known as the Promoter and in the event of the venue been managed by a Competitors' Club, this too shall be known as the Promoter.

1.1.5. Promoters are entitled to appoint a group of people to assist in organizing events, the group shall be known as the organizing committee, however, any short comings which may occur or be caused by any member, the promoter/club appointed committee remains fully responsible.

1.1.6. It follows that when appointing such an organizing committee the promoter/club appointed committee shall do so with care and appoints responsible people, as the sport we pursue remains dangerous, despite all the safety structures in place.

1.2. OFFICIALS:

1.2.1. Officials and Marshals appointed to work at events are signed on under the employ of the promoter for the event, whether they receive financial compensation or not, the promoter shall similarly be responsible for any shortcomings which may occur by any one of these members, it follows that promoters are obliged to

license officials and marshals and utilized them in the correct positions and/or designation.

1.3. EVENTS:

1.3.1. Events – Promoters authorized to present events are obliged to accept full responsibility for the safety of competitors and spectators alike.

1.3.2. It is mandatory for all venues to display indemnity signage on the premises and on the sale of tickets.

1.4. CLUBS:

1.4.1. Clubs should be formed in all instances, and/or shall be formed under the auspices of a promoter who remains ultimately in charge of the venue and the running of the venue and club, these committee members shall manage the affairs of their registered competitors and social members, this forming a home base for competitors.

1.4.2. Clubs are encouraged to register pit mechanics, competitor spouses, and members of the public as social members.

1.4.3. It is not obligatory for promoters to display or expose their income and expenditures; however, it is advisable for promoters to share such information, thus keeping club committees and competitors updated of the financial status of each venue, leading to appreciation and full commitment from their members.

1.5. ACTIVE COMPETITIORS AND OFFICIALS:

1.5.1. Competitors shall only be acknowledged active competitors if they are registered and licensed within a calendar year. Members are to refer to their club constitutions to determine the clubs “calendar year” i.e., January to December or June to July, September to June.

1.5.2. Active competitors shall furthermore mean that competitors would have had to participate in at least 60% of all club events presented by his home-based club in the club’s calendar year.

1.5.3. Competitors changing clubs during the calendar year would forfeit all rights as an active competitor towards the new club.

1.5.4. Competitors, however, are entitled to make written application to ZONE 7 DIRT KARTING CLUB requesting the transfer of their Active Competitor rights.

1.5.5. In the event of a competitor changing clubs more than twice in a calendar year of ZONE 7 DIRT KARTING CLUB, such transfer will not be granted, unless, the competitor has a valid reason, for example, work transfers.

1.5.6. Each application would be based on merit and not necessary be accepted.

1.5.7. The above criteria set for competitors shall be equally applicable to Officials and Marshals.

1.5.8. Whilst the Administrators are mindful in respect of the competitors' constitutional right to belong to more than one club, in the interest of oval track racing and to prevail control, **ZONE 7 DIRT KARTING CLUB's** regulations with regards to holding club membership, competitors maybe permitted to belong to more than one club, if they campaigning two different race classes in two different clubs or if the competitor uses the same vehicle on two different track surfaces, namely dirt and tar racing;

1.5.9.The active competitor rule will remain applicable per class.

1.5.10. In the event of a category not applying the active competitor regulation, the annual category regulation shall apply and be approved by ZONE 7 DIRT KARTING CLUB prior to the season commencement.

1.6. COMPETITORS AGE LEGALITY:

Parents or legal guardians shall additionally be known as an Entrant.

1.6.1. Competitors under the age of 18 years shall have their, natural parent/s or legal guardians counter sign with them on all documentation in respect of participating at events.

1.6.2. In the event of parents or legal guardians wishing to permit anybody other than themselves sign the minor on, this person shall submit a written permission which is to be stamped and signed by a Commissioner of Oath granting this permission – no entry for a minor will be accepted in the absence of this written ruling.

1.6.3. In the case of a minor competitor, the parent or legal guardian shall be deemed to be the competitor, and all competitor regulations shall be adhered to, to both parties, namely the minor competitor and parent/guardian.

1.6.4. Verbal or physical abuse by the parent or legal guardian towards the minor competitor, shall lead to an immediate ban of 6 months.

1.6.5. **ZONE 7 DIRT KARTING CLUB** shall not intervene with any fellow parent taking the matter further by way of reporting the incident to Child Line/Child Welfare SA

1.7. OFFICIAL ELIGIBILITY:

1.7.1. Under no circumstances may any person under the age of 18 years old act in an official capacity of any sort.

1.7.2. Under no circumstances may officials officiate together in role playing capacities if they are married, parent and child or are involved with each other greater than a friendship at events higher than club status events.

1.8. CLUBS AND PROMOTER REGISTRATION AND OBLIGATION:

1.8.1. Annual Club affiliation fees are paid annually by the 01 February each year.
1.8.2. Track inspection – Reserved for review.
1.8.3. Medical Personal Accident Insurance is optional for competitors.

The following procedure shall apply to competitors with regards to the purchase of the Medical Insurance or the use of own medical aid and must be declared medically fit to participate in motorsport by a practitioner in writing if:

- Competitors who have a known medical condition or is on chronic medication; or Competitors with a disability of limbs; or
- Competitors over the age of 60 years old.
- Following an operation, heart attack, stroke, or any life-threatening illnesses.
- Following any accident, which includes but not limited, sport injury, motor vehicle accident, work related and/or similar which may have occurred with the competitor.

1.8.4. Competitors who do not wish to purchase the Personal Accident insurance are reminded that in an event of medical care required, the competitor shall be liable for the Ambulance transportation cost and all medical costs which may have occurred.

1.8.5. ZONE 7 DIRT KARTING CLUB neither Promoters cannot nor will not stand good for any competitor/rider who does not wish to purchase the Personal Accident Insurance, as the choice was made by the competitor when applying for his/her Competition License.

1.8.6. Competitors wishing to utilize their own medical insurance funds are free in doing so; however, proof of their own medical funds must accompany their club membership form, for the medical crew/organizers to produce the medical insurance to a service provider, when needed.

1.8.7. It is important for all competitors wishing to utilize their own medical insurance/fund to establish if the policy and benefits cover motorsport, as motorsport is classified as a high-risk sport.

1.9. MEDICAL CLAIM PROCEDURE:

Kindly note the following requirements, regarding claims against the policy, this rule shall equally, be applicable to Marshals, Officials and Competitors:

1.9.1. In all instances the promoters must ensure that the chief medical officer submits a written report regarding all accidents and injuries sustained at each event, irrespective of the severity of the accident or incident.

1.9.2. Prior to competitors leaving the venue they are to ensure that all injuries had been noted by the chief medical officer or the COC.

1.9.3. If no accidents are reported, it follows that no competitor would be entitled to claim or give reason to claim.

1.9.4. The chief medical officer's report must be counter signed by the appointed Clerk of the Course. The above rule shall remain mandatory and not be negotiable.

1.9.5. HIV/AIDS, these members will not be discriminated against, however, these members are obliged to advise the promoters on the day of their illness and will be obliged to provide a medical certificate at each event, approving their medical condition and clearing their race fitness.

1.10. PROMOTOTER AND HEALTH SERVICES PROVIDER:

It is the responsibility of each promoter to register with their closest hospital, giving full details of the policy providers, preventing delays in an event of urgent medical treatment.

1.11. ILLEGAL SUBSTANCES AND BREATHALYSING:

1.11.1. Drug and illegal substance screen testing performed at events.

1.11.2. It shall be mandatory for tests to be performed in a closed environment, at no stage may the competitor or official be exposed and be seen doing the tests Infront of the public or fellow competitors.

1.11.3. Drug and illegal substance tests are purchased at pharmacies – these are urine tests.

1.11.4. Only a Medical Coordinator shall accompany the person to the bathroom, to obtain the urine specimen.

1.11.5. Only closed and sealed screen tests may be utilized.

1.11.6. In the presence of the COC or Event Director and competitor or official, the test shall be performed by the Medical Coordinator only.

1.11.7. Failure to passing the test, the competitor or official can be granted the opportunity to be taken to the closest laboratory. The competitor or official shall be accompanied by at least one medical personnel and one official to the hospital/laboratory. The costs will be carried by the competitor or official.

1.11.8. The competitor or official shall be excluded for the day until the results are finalized from the laboratory.

1.11.9. Refer to penalties.

1. DEFINITION:

1. **RACE INCIDENT:** A race **incident** is something that is the result of the inherently chaotic nature of auto **racing**, rather than the result of an egregious mistake or an intentional attack. In a **racing incident**, neither driver bears most of the blame.

2. **B-PILLAR:** It is noted that the B-Pillar point will be by the Drivers Elbow.

2. CLUB MEMBERSHIP:

2.1. DRIVER MEMBERSHIP: Members who joined the Club expressing the wish to actively participate in organised kart racing.
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 competitors as far as possible, and to enforce the rules set out herewith. Underage competitors are only permitted to ride under a parent / guardian member supervision.

2.2. PARENT / GAURDIAN MEMMBERSHIP: holds the same responsibility as the underage competitor. Any infringement of the rules by driver or parent/guardian will be construed as one person, and penalties imposed will be against both parties, as at the committee's discretion.

2.3. SOCIAL MEMBERSHIP: Social members shall be close relatives of driver members or non-attached entities who, in keen pursuit of the upliftment of the Sport, request to subscribe membership of the said Club.
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 competitors as far as possible, and to enforce the rules set out herewith. Underage competitors are only permitted to ride under a parent / guardian supervision.
Social members have NO voting rights on matters pertaining to rules.

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 competitor's choice and responsibility. Members from other Clubs wanting to participate in the championship will pay full membership. Note, driver to indicate primary club via prefix on kart A, M, G or Z.

2.4. MEMBERSHIP RENEW:
Membership is renewable on a yearly basis.

2.5. SOCIAL MEDIA: including but not limited to Twitter, Facebook, Instagram, WhatsApp, and Zone 7 WhatsApp Groups is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, competitors should be aware that their conduct on social media regarding the Sport and Zone 7, its drivers and Sponsors should reflect the impact social media has.

If a competitor is considered to have brought the Championship and/or Zone 7 into disrepute in the opinion of the Championship controllers, they may be subject to a penalty or disqualification from the championship. For clarity, it is acceptable that crashes are an inevitable feature of motor-racing and the posting on social media of imagery containing crashes does not bring motorsport into disrepute, but competitors are reminded that careless associated comments may do.

Should the member bring Zone 7 into disrepute, the committee reserves the right to terminate your membership without compensation with immediate effect.

2.6. MULTIPLE CLUB MEMBERSHIPS: will be allowed. You are allowed to join more than one Dirt Karting Club. If you belong to more than one club, you will have all the clubs where you are a member's prefix on your car. If you are found in transgression of any rules or regulations or misconduct at any club, the club where the incident happened will oversee any hearings or penalties as per their rules and regulations.

2.7. GUILTY OF ANY INFRINGMENTS:
If you are found guilty at another club, you will be subject to a hearing at Zone 7 Committee and be placed under observation, for a second offence you will be penalized at the committee's discretion.

3. GENERAL CONDUCT RULES:

3.1. OVERVIEW: The specifications and regulations contained herein are intended for the orderly conduct of the sport of competitive dirt karting.

3.2. 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.

3.3. 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 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.

3.4. ABUSE: Verbal Abuse, Physical Abuse, and or Disorderly Behaviour/Conduct will not be tolerated from members, non-driving members, Pit Mechs/Crew, and any member of the public.

3.4.1. VERBAL ABUSE: of any official, member, fellow competitor/s or any member of the public will NOT be tolerated. The Perpetrator/s concerned will be excluded from the next two (2) race meetings.

3.4.2. PHYSICAL ABUSE: of any official, member, fellow competitor/s or any member of the public will NOT be tolerated.

3.4.3. FIRST OFFENCE: the competitor/member will be excluded for three (3) race meetings as well as banned from the premises (Zone 7 Dirt Karting) for three (3) race meetings.

3.4.4. SECOND OFFENCE: Permanent expulsion from the Club and the premises as well as termination of competitor/members membership.

3.5. DISORDERLY BEHAVIOUR:

3.5.1. A NON-DRIVING MEMBERSHIP: or any member of the public found to be in breach of the above, will be requested to leave the premises immediately.

3.5.2. DRIVERS AND SOCIAL MEMBERS: misbehaving, whether at Zone 7 or at another club will result in a hearing by the Zone 7 Dirt Karting Disciplinary Committee. Members are reminded that should you be considered to have brought the Club Zone 7, into disrepute in that your actions affect the name of Zone 7, the Disciplinary Committee is entitled, but not limited to, suspend and/or fine the person concerned.

3.6. NOTE: The decisions of the Disciplinary Committee will be final and will be upheld by the Zone 7 Dirt Kart Committee.

3.7. PITCREWS: Drivers are responsible for the conduct and actions of their pit crew members including friends; family or any other entity attached to them. Unacceptable actions of crew members may subject the driver to a penalty or disqualification from an event, fines, or suspension of membership privileges.

3.8. ALCOHOL AND DRUGS: Alcohol and drugs are not permitted in the Pit area. No driver, pit crew, official is allowed to consume any form of alcohol, before or during a race event. Persons found in breach, will face disciplinary action, with penalty as decided upon by the Disciplinary Committee or Zone 7 Committee. Drivers are forewarned that no leniency will be allowed.

Any driver who is taking mind altering drugs or medication that impacts or impairs their ability to safely compete should refrain from entering as a driver at an event.

This is for their safety and the safety of other drivers.

Under no circumstances, should a driver drink whilst in his racing overall. Should a driver withdraw from an event, it is required that all racing apparel be removed, as spectators do not know the driver has withdrawn, and this puts the club in a bad light.

No illegal substances are allowed on the premises; offense will result in immediate ban.

3.9. VISITING DRIVERS: All visiting drivers/competitors may be protested by the Zone 7 Dirt Karting Club committee / members / competitors or impounded by the Clerk of the Course (COC) or impounded by the Zone 7 Dirt Karting Club for inspection.

If found out of spec, or refusal to supply the kart/motor for inspection, a two (2) race meeting ban will immediately come into effect.

A second offence to the above will result in permanent expulsion from competing at the Club. By completing the necessary entry and scrutineering documents, all drivers and visiting drivers agree to the rules and regulations as stated above.

4. GENERL RACING RULES:

4.1. COURSE MARKINGS: Course markings such as flags, cones, tyres, or other markings so designated by the Clerk of the Course must always be observed by all drivers.

4.2. 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:

4.2.1. No bumping, crowding, chopping, blocking, or pushing other participants in other than an inadvertent manner is allowed or will be tolerated.

4.2.2. Wild or disorderly driving or any unsportsmanlike conduct after chequered flag shall not be tolerated.

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

4.2.4. 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 (5 Meters min) on the infield as soon as safe conditions permit. Do not leave kart adjacent to the track at any time.

4.2.5. Where a competitor is unable to complete a race due to race damage caused by another competitor, directly or indirectly, the competitor who caused the damage shall be excluded until the other competitor is able to continue with his racing.

4.2.6. Manoeuvres liable to hinder other competitors such as premature direction changes, obvious obstruction, deliberate crowding to the inside or outside of the track, dangerous lane changes, premature braking, braking on exits of corners or any other abnormal actions are prohibited. Manoeuvres that have the clear intention of being unsporting shall be penalised.

4.2.7. Any driver signalling his dissatisfaction by throwing his/her arms in the air, whether it be directed at the CoC or at another competitor or official, shall be construed as an unsportsmanlike offence. Any driver waving a finger or pointing at another driver on the circuit,

shall be construed in the same way. Not only does this bring the Club into disrepute, but it also has a detrimental effect to the sport. A 2-Point penalty; or Back of the Grid; or as such deemed appropriate to the offence, will be imposed by the CoC on the day or by the Committee after the event.

4.3. 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 high 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.

Drivers are reminded not to raise their arms until the kart is safely stopped.

4.4. ENGINE ADJUSTMENTS WHILE DRIVING: Competitors are NOT allowed to adjust with their engine while racing.

Engine adjustments can be done but only under the following conditions:

4.4.1. at least five meters from the racetrack, on the infield.

4.4.2. Regain entry to the race line with both hands back on the steering wheel, eyes on the race and without causing disadvantage to another driver, also note Rule 12.6

4.5. EXITING KART: A driver is permitted to get out of his kart in a safe manner five meters from the track on the infield.

However, to restart his kart, the following rules apply:

4.5.1. Driver is sitting in the kart with all race equipment on, or

4.5.2. When both drive wheels are raised off the ground.

4.5.3. No kart may run unattended.

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 Re-entry to Course below for specifics)

4.6. NEW DRIVERS: All inexperienced drivers are required to carry an X over their number and start at the back of the grid for the first three events, or longer should the Committee feel this is necessary. Should a driver perform well after the first event, he/she may address the committee to have this uplifted.

4.7. WARMING OF TYRES: Drivers are not permitted to warm or heat tyres in any manner, whether in the pits, on the dummy-grid, and/ or on the track at any event.

4.8. 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 (Black/White) flag from the Clerk of the Course.
Lapped karts should maintain their current racing line until faster karts has passed, and it is safe to move to the outside of the circuit. Any kart lapped more than three times will be construed as a non-finisher.

4.9. 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 safe zone on the infield as quickly as possible.
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. Once you raise your hands it will be construed that your kart can no longer continue and you are withdrawing or as per rule 4.2.6

If you can get your kart going without causing the race to be "yellow or red flagged" you will be allowed to continue racing.

Any driver removing his/her helmet while on the track or infield is immediately excluded from the race while the race is live.

4.10. RE-ENTRY TO COURSE: When a competitor leaves the course during an event, and where safe to do so, must re-enter the racing surface at a point as close to where they ran off the track. A driver 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 do so safely, yield to the on-track competitors and abide by the directions of the turn marshals or officials in charge.

4.11. SUBSTITUTE DRIVER: Substitute drivers will not be allowed.

4.12. COMBINING CLASSES: The Clerk of the Course may, combine classes, classify entrants into groups according to driver experience ability or other factors, for purposes of safety or event expediency.

4.13. ATTITUDE: The attitude of those individuals charged with the responsibility of conducting technical inspection **should be to:**

4.13.1. Help the competitor be aware of deficiencies in a timely manner that may pose a safety danger or could constitute a rule infraction.

4.13.2. To help establish that all entrants are competing under equal conditions.

4.13.3. That specifications and regulations established by this document are adhered to by all competitors.

4.14. ENTRANT RESPONSIBILITY: It is the competitor's responsibility to assure that all technical safety requirements have been met, that all documentation is up to date and that you familiarize yourself with all the rules and regulations pertaining to Zone 7 Dirt Karting race days.

4.15. NO KART PASSENGERS: Karts may not be operated with more than one person on board at any time.

4.16. NO GO AREAS: During racing events, no kart is permitted to be driven outside of the designated pit and track area.

4.17. HELMETS: A Kart may NEVER be driven without a Helmet – regardless of the circumstances!

4.18. INSPECTION: The Committee / CoC or Technical Official may require any competitor to submit to a technical and / or safety inspection at any time.

Failure to do so will be construed as an admission of guilt and will result in the loss of points for that event. If kart or engine parts need to be changed due to mechanical failure or have been damaged due to an incident or accident during a heat, this may be done during the race event. However, once any technical or engine changes have been made, the onus is on the competitor/driver of the kart to have a further technical inspection (scrutinised) and for the safety of the kart.

A complete engine replacement is allowed to take place; the onus is on the competitor / driver to have the relevant technical inspection done before entering the next heat. This needs to be signed off by one of the scrutineers.

Failure to adhere to the above may result in loss of points for the day and exclusion from competing for the rest of the race day/meeting.

4.19. ADDITIONAL INSPECTION: On unspecified dates, the Zone 7 Dirt Karting Committee could inspect any of the karts. If a driver has left the race meeting and has not withdrawn from the event and any karts in his/her class get impounded, he/she will forfeit all his/her points for the day. Should this occur a second time, all season points will be forfeited.

All drivers impounded must stay to the end of racing to complete the procedures:
Weigh-in:
If kart weight is being checked, all riders impounded must attend. If any driver refuses or they are found to be underweight, they will forfeit their day points and on the second time, they will forfeit all their season points.
Technical Inspection:
On inspection, any illegal or modified parts found will result in the forfeiture all accumulated points for the season. If found illegal for a second time in the season, all points will be forfeited plus an additional two (2) race ban for the driver/ competitor.

Only the Technical Consultant (TC) and one other Committee member need to be present for the inspection. It is important to remember that a technical inspection is called for by the Committee and is not a Protest.

4.20. CLERK OF THE COURSE (COC): may disqualify a kart for safety reasons.

4.21. FAILING TO SCRUTINEER: Any person failing to provide his/her engine for scrutiny will be construed as an admission of guilt and penalty imposed would be the same as if the engine were found illegal.

4.22. ILLEGAL UPON INTENT: Within the regulations and specification listed, any item that does not appear does not imply legality. This may be construed as being illegal based upon intent.

5. SCRUTINEERING:

The Clerk of the Course or Technical Official may require any competitor to submit the technical and/or safety scrutineering inspection at any time. When requested, the driver must be able to produce the scrutiny record the card/book issued for his/her kart.

Failure to do so will result in loss of points for races run up to that event and / or a one (1) race meeting ban.

The inspection includes the following:

The Go Kart

The Engine

The Driver

The Driver Safety Kit/Gear

Scrutineering Booklet

The kart being inspected is the kart that you will race with in the entered class for which it was inspected. Cross-riding will be allowed, only if all the rules are following, and only in the 390STD and 390 Ladies Class – This is incorporated to increase memberships and driver numbers on race days.

A Scrutineering booklet will be issued to each driver/kart at the first race. This booklet is compulsory and is valid for the year of racing and should be kept in a safe place. A replacement booklet can be bought at an additional fee from the race secretary under strict conditions. Failure to produce your scrutineering booklet at weigh-in, scrutineering and documentation will result in the driver/competitor forfeiting his/her opportunity to compete in the race day's events. This booklet forms part of the driver/competitor, the kart and safety kit/gear.

When visiting other clubs, please use the Zone 7 booklet for scrutineering and have them sign off on your booklet.

6. SCRUTINEERING PROCESS:

Weigh in process - The onus is on the driver/competitor to make sure he/she is on the correct required minimum weight limit for the class that he/she has entered.

Complete the scrutineering form or booklet.

Report at class scrutineering area.

Have all PPE for race ready and available for scrutineering.

Wait at Kart until scrutineering officer gives the clear and signs off scrutineering form or booklet.

Faults that will need to be rectified will be noted in the scrutineering booklet as per the scrutineer's instructions. Mistakes need to be rectified immediately, at the scrutineer's discretion mistakes that does not cause a serious safety concern, could be waved for the event but will have to be corrected before the next event. Repeat offences will not be permitted and will result in the driver/competitor forfeiting his/her right to compete in the event.

Enter the event and sign in.

7. COMPULSORY DRIVERS MEETING:

It is compulsory for all drivers to attend the 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 a driver/competitor to forfeit the right of lodging a grievance for the event and will result in starting in the last/back position for every heat.

A driver/s meeting is only for drivers (driver's parent or guardian when underage of 18) and one (1) pit mechanic and race officials.

8. PIT REGULATIONS:

8.1. 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.

8.2. 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 / gas fires.

8.3. FIRE EXTINGUISHER: Every driver must have at least one 1Kg fire extinguisher in his/her pit area, and it must be within date.

8.4. 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.

8.5. DRIVING IN PITS: The flow of traffic in the pits is Clockwise. Drivers may not drive faster than walking speed, no reckless driving, neither spinning nor sliding will be permitted in the pit area. A spot fine of not less than R 500 may be induced. Further failure to adhere to this may result in loss of points for the day. Repeated offence will result in loss of season points, and a one race ban may be imposed, at the discretion of the Committee.

8.6. PARKING IN PITS: Vehicles for personal transportation will be restricted from the pit area. Due to the size of the pits area, we strive to accommodate all drivers/competitors. Either your mechanical vehicle or trailer will be allowed in the pits area. Only one mechanical vehicle or trailer per kart. All other vehicles to be parked at spectator parking area outside the pits. The onus is on the driver/competitor to request that their family, friends and acquaintances park their private vehicles outside the pit area in the designated public parking area.

8.7. VISITING/GUEST DRIVERS: These competitors will be allocated a pit area. We ask all our members to please respect all our visiting/guest drivers. By entering and agreeing to race at Zone 7 Dirt Karting, all visiting/guest drivers are bound by the same conditions as stipulated in the Zone 7 Dirt Karting Rule Book.

8.8. 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.

8.9. 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.

9. STARTING ENGINES:

9.1 In the pit area or on the grid, karts may only be started if:

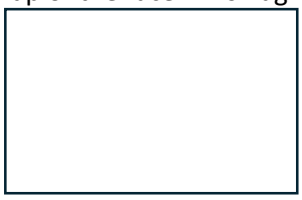
9.1.1. Driver is sitting in the kart with all race equipment on, or
9.1.2.The kart is on a stand and secured, or
9.1.3.When both drive wheels are raised off the ground.
9.1.4.No kart may run unattended.

10. FLAGS AND WARNINGS:

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

10.1. STARTING FLAG: The flag used 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.

10.2. 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.



10.3. FINISH FLAG: The flag used 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 (cool down Lap). After crossing the finish line, drivers must slow down to pace speed to exit the track. All karts to gather in front of gate before gate is opened and karts exit the track if the driver did not cross the finish line, he will be seen as DNF. The CoC may make an exception for the finals and allow the winner to do victory lap.

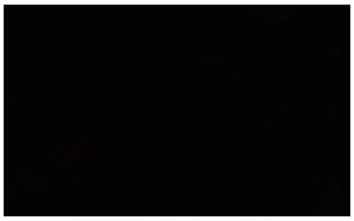
10.4. GREEN FLAG: This flag is used to signal a race ready situation, such as following on a period of racing under safety (yellow flag) conditions and to restart the race. The green flag shall be used just like the starting flag in the case of a stopped race.

10.5. BLACK FLAG: This flag will only be used in severe cases. This flag signals that a participant has been disqualified and that the latter should stop and park on the infield IMMEDIATELY.

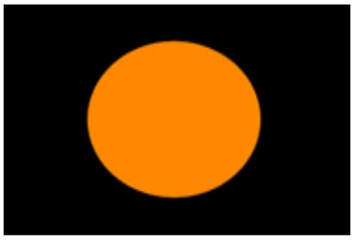
This disqualification may be for a driving infraction or unsportsmanlike conduct.

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 Clerk of the Course IMMEDIATELY after the race.

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.



10.6. 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 must 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!



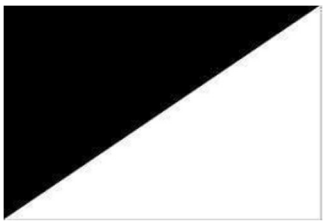
10.7. BLACK AND WHITE FLAG: This flag indicates to the competitor that he is being warned and watched for contravention of the rules/regulations or indicates that a competitor is engaging in deliberate obstructive tactics. The competitor shall continue for the rest of the race and shall report to the Clerk of the Course immediately after the race. A class warning will not be construed as a Penalty Warning.

<u>The following will be applied by the Clerk of the Course as a Penalty Warning</u>:

- First warning flag: Minus 2 Points and back of the Grid for the next heat.
- Second warning flag: Minus 5 Points and back of the Grid for the next heat.
- Third warning flag: Excluded – Load Kart – Your days racing is Complete.

(Black Flag will only be used in extreme cases)

If a penalty is imposed within a race (full caution and the perpetrator who has received the warning flag sent to the back of the grid) – the Next heat "Back of the Grid Penalty" will NOT apply.



10.8. 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.

<u>Full Course Yellow Flag Restart procedures</u>:

- Single file start Grid – 1 lap back.
- Competitors need to line up in single file in position when the yellow flag went up. Transgressors to be put at the back of the grid.
- If no transgressor is identified, all will remain as per grid position allocated by the COC using the above method.
- If re-flagged during flag lap, same rules will apply.
- The yellow flag period will be followed by one lap under the white flag.
- The race will be restarted with the green flag.

Under a yellow flag, competitors are not allowed to overtake and must stay in their original positions. Circling will continue until officials are satisfied that the track is clear / driving conditions are safe.

Laps completed under yellow flag conditions will not count towards the duration of the race.

Multiple restarts in one race – COC discretion on restart race order using prescribed grid positions.

10.9. RED FLAG: The red flag is used only to stop races and is always initiated by the Clerk of the Course (CoC) only. Once the red flag is shown, all competitors must endeavour stop racing as soon as possible, taking the safety of everybody into consideration, and coming to a complete stop in front of the CoC.

Any driver refusing to obey a Red Flag immediately will be Black Flagged and excluded from the entire event.

Red Flag – first lap incident Transgressor(s) to be put at the back of the grid:

- Restart in first lap, original grid position.
- If no transgressor is identified, all will remain as per grid position allocated by COC using the above method.
- If re-flagged during the lap, same rules will apply.

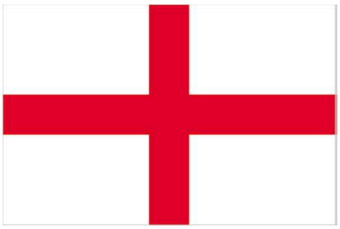
Red Flag – after successful first lap:

- Single file restart
- Grid one lap back
- Transgressor(s) will be put at the back of the grid, if no transgressor is identified, all will remain as per grid position allocated by COC using the above method.
- If re-flagged during flag lap, same rules will apply.

Multiple restarts in one race – the COC's discretion on restart race order using prescribed grid positions. As per 11.7 (below), should the scheduled distance of the race have been reached at the time of the red flag, the race may be considered completed or may be restarted at the discretion of the Clerk of the Course.

10.10. 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 for the faster karts to pass on the race line. Once moved to the outside, the competitor must remain there for one complete lap, after which he can move back to the inside line. Should a competitor be found to be "blocking" a blue flag may be shown to advice the competitor to keep his/her racing line.

10.11. 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.



10.12. YELLOW AND RED STRIPPED FLAG: This flag is used to advise competitors that the track conditions have changed. Normal racing Continues, but drivers are to be on the lookout for an obstruction/item.

11. SAFETY EQUIPMENT:

11.1. 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 / hairnet to keep hair from extending outside helmet. Also, no apparel items such as bandanas, sweater hoods, loose belts, etc., will be permitted.

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

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

11.4. 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 hand's compulsory for all competitors. No gloves not covering fingers are allowed.

Closed shoes with no laces are 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.

11.5. GO-PRO CAMERAS/HELMET CAMS: The use of GO-PRO/HELMET CAMS are allowed to be mounted on a helmet. This may only be done if the camera is securely attached with a strong adhesive and safety bracket.
No camera may be screwed or bolted to the helmet.
The scrutineer may request the camera be removed should it not be safely and securely attached.
The committee reserves the right to change this rule at any time should it become a safety concern. (Amended 09 March 2022)

The use of GO-PRO/HELMET CAMS may be mounted to, but must be securely attached, to the kart with an additional safety chain in the event of the camera dislodging and falling off the kart.

12. EVENT FORMAT:

A race day will consist out of multiple heats and will be referred to as an event, race day or race meeting.

12.1. NORMAL EVENT FORMAT: Will be to run four heats, (laps calculated on the number of karts entered + 2 laps) and Main Event (Final). No race will be run for less than 6 laps. The Clerk of the Course may decide to end a race prematurely should too many karts be eliminated.

12.2. 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 entering after entries close.
on race day, will start all races in the last position, except in the finals, where grids are calculated according to point scoring of the day, most points in front. If due to time constraints, the finals may be cancelled.

12.3. RACE START: The complete starting position will be made available after the drivers briefing. It is the competitors' responsibility to ensure that he/she is aware of their starting position. As soon as the gates open, all karts for that lap needs to be present on the track. Each competitor will be ready by the gates at the start of the previous race to not waste time.

12.4. GRID POSITIONS FOR SPLIT-CLASSES: Numbers drawn will be split and will determine in which group you will participate for the day. This is only in cases where the class must be split.

13. POINT SYSTEM:

Zone 7 Dirt Karting events counting toward annual club 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.

13.1. 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.

13.2. POINTS SCORING CALCULATION: 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	10
POINTS	11	9	7	6	5	4	3	8	1	1
POSITION	11	12	13	14	15	16	17	18	19	20
POINTS	1	1	1	1	1	1	1	1	1	1

13.3. 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 four 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.

13.4. 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.

13.5. NON-STARTERS: In the event of non-starters, drivers should be moved in the grid without leaving any gaps.

13.6. WARM-UP, PACE LAPS, AND RESTARTS: There shall be no warm-up lap 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.

Once the pit gate is closed, the Clerk of the Course (COC) shall signal a white flag allowing for one pace lap.

All competitors shall drive to their appropriate grid positions and maintain a slow-paced 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.

The competitor 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 four karts are in position, the CoC may begin the race.

REMEMBER:

Kart 1 will determine the pace.

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

13.7. START OF THE RACE: Rolling Start: The race shall begin when the starting flag is dropped. At the Clerk of the Course's discretion, the start may be controlled using 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 flags crossed. Karts shall reform their positions in the pack for a restart at a slow pace in their original grid positions.

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

11.6. RACE SAFETY: After the start of the race and within the first lap, if any accidents happen whereby other competitors' loose position, the race can be stopped with a red flag in accordance with rule 10.09 (Red Flag); all the competitors will reform starting position after which the race will restart. In case some of the karts are damaged beyond starting, the driver / competitors may be called off the track and sent back to the pit areas for repairs. A maximum of two substitute race heats will be allowed for "repair time." Thereafter class will be recalled. Competitors, who after this "repair time" do not

appear at the track, will result in them forfeiting the race, and will be recognised as a DNS (Did not start).

In the event a race is stopped due to an incident, and a kart stalls on the reformed grid, he/she will be allowed to be restarted by a Class rep only. This may only be done with the consent of the Clerk of the Course, and the Representative must wear a Reflective bib. Maximum three attempts allowed. No Marshal is allowed to start a kart.

After 2 failed race restart attempts, a cone may be deployed (at the CoC's discretion), and drivers will be instructed to line up in single file. If a cone is used, competitors will then restart on the outside of the cone. Any driver failing to go on the outside of the cone will be penalised.

12. DRIVING REGULATIONS:

All competitor shall, always, 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 prohibited.
When a competitor leaves the track while competing, he / she shall immediately bring his / her kart under control and re-join the race near the place he / she 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 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 any kart to be placed in a different racing line involuntary.

You will be warned and penalized at the COCs discretion.

12.1. COMPETITION DRIVING: Remain alert. Consider fellow competitors in all areas of safety. When entering a corner simultaneously, all karts should maintain a constant line through the corner and avoid erratic changes in direction.

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.

12.2. DRIVING DIRECTION:

- **Clockwise driving direction:** Newby Class, 160cc/200cc Standards, Junior 160cc / 200 Pro's, 390 Standards, 390 Mods, Super Mods, Beetles.
- **Anti-Clockwise driving direction:** 270 Class, three hundred Class, three hundred Wing Class, 465 Wing Class.

12.3. 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.
- Should a competitor loose/spin him/herself in the first lap, the race will be restarted, but the transgressor will be placed at the back of the grid.

12.4. MINIMUM ENTRIES: Minimum of five karts, entered and paid, validates that a class be run. In case of less than 5 entries on the day in a specific class; the class may be combined with another class. No club points will be awarded for the class that has insufficient entries.

They may however compete for the day's trophies in the class which they are partaking.

12.5. MAXIMUM ENTRIES: All Classes: The maximum number of karts permitted in any one heat will not exceed fifteen entries. Classes with more than fifteen entries will be split up in two or more groups. The main event will consist of the fifteen highest scoring entries from the days' races. This may be adjusted at the CoC's discretion.

Re-Draw: Should the total number of competitors in any split class become less than 12, a redraw will be done on the starting line with all remaining karts in the same heat.

12.6. STOPPING OF A VEHICLE DURING THE RACE BY THE COMPETITOR:

- Competitors who stop racing on their own accord shall not be entitled to rejoin the race, if more than two laps had been completed by the pole man; It would have been deemed that they withdrew from the race.

- Should a vehicle come to a standstill on the track but off the race lines, it will be at the discretion of the Clerk of the Course, that if safe, not to invoke the yellow flag bringing the race under safety.

12.7. RACE DISTANCE: The number of laps will be determined by the number of karts that entered plus two laps. Example: 8 karts entered will results in 8 laps + 2 laps = 10 laps. No race will be less than 6 laps. The COC may at his / her own discretion shortens the race in case too many karts have been damaged and retired from the race.

If seventy percent (70%) of the scheduled distance of the race have been reached at the time of the red flag, the race may be considered completed or may be restarted at the discretion of the Clerk of the Course. It is desired to run all the races at the scheduled distance, however, if the

reason for time or weather or other circumstances is not desirable the Clerk of the Course may act upon his discretion call the race “complete.”

This will be indicated with a Red and Chequered flag waved simultaneously. 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.

13.8. RACE END: The end of the race shall be signalled with a chequered flag. This may be shown in conjunction with a red or yellow flag. Should, for any reason, a race run beyond the proposed laps, due to electronic failure or otherwise, the race will only be complete once the chequered flag is shown.

14. INCIDENTS:

Completion of an Incident Form serves to bring an issue to the attention of the senior race officials at an event. It shall not replace a formal protest, and the race officials shall give response to the complainant within 15 minutes of receiving the incident form.

Any competitor who considers him/herself sufficiently aggrieved, and requires an issue to be formally investigated, is advised to lodge a formal protest as per item 15, within the stipulated time limits.

15. PROTEST:

15.1. PROTEST PROCEDURE: All protests 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/her, he/she 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 points will be lost and on the 2nd time season points.

15.2. THE RIGHT TO PROTEST: The right to protest lies solely with any entrant or official who may consider himself/herself rightfully aggrieved by any decision, act or omission of an organiser, official, competitor, driver or other person connected with any competition in which he/she is or has been taking part/officiated in.

15.3. WHO MAY LODGE A PROTEST?: The right to lodge a protest is solely for a driver/guardian entering the race and in the same class as the person being accused. The Clerk of the Course is allowed to impound any kart under suspicion.

15.4. WRITTEN PROTEST: Written protest on the prescribed form, obtainable from the Club Secretary, should refer to a specific:

- specification and/or
- regulation contained within this document
- refer to paragraph and page number when specifications and / or rules apply.

15.5. HOW DOES LODGING A PROTEST WORK:

A written protest will only be accepted within the time limits below:

PROTESTS:	Competitors who feel aggrieved by the actions of a fellow competitor may enquire from the Clerk of the Course if any action was taken against such competitor; such enquiry shall be in writing and shall be lodged with the Clerk of the Course.	Within 30 minutes of the end of the race in which the incident occurred.
	A protest an entry of a competitor not legible to partake in an event.	Before closing of documentation
	Protest the actions of a Clerk of the Course.	Within 30 minutes
	A protest the driving conduct of another competitor, or of the aggrieved competitor being advised by the Clerk of the Course that no action would be taken.	Within 15 minutes after the race or announcement made by the COC
	A protest against the eligibility of any vehicle, or part of vehicle, when the reason for the alleged ineligibility is not apparent, but it is alleged that the vehicle is performing in a manner which suggests that it is ineligible or if a part or parts may have been	Within 30 minutes of the performance that gave rise to the protest

	changed after scrutineering; **It shall be mandatory that the protestor shall equally have his/her vehicle stripped at the same time – it follows that both cars are to be stripped, firstly the vehicle that is being protested and secondly the protestors vehicle**.	
	Points / Results been posted on the notice board.	Within 30 minutes after the posting
	All other matters not noted.	Within 30 minutes after becoming aggrieved

15.6. PENALTY FOR GUILTY: The penalty for being found guilty of any wrongdoing is determined by the Zone 7 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 two race meetings as well as losing all club points for the year having to restart the championship from the back.

15.7. SINGULAR PROTEST REQUIREMENT: A protest may not be collective, that is a bona fide entrant of the class in which the protest is made. Once a protest is properly lodged, additional protests of the same incident, alleged technical infraction, etc., will not be accepted.

15.8. PROTEST PROCEDURE PROCESS:

Protest will follow the following procedure:

- Get all relevant documentation from Club Secretary
- Hand in the completed form plus R1000 Protest fee to the Race Secretary. As soon as the protest has been acknowledged and handed in the aggrieved party must refrain from any further action as to penalise him / herself and cancelation of protest action.
- The Race Secretary will call the person being affected and will advise him/her of the Protest Lodged and its contents. No personal contact is allowed by any other competitor in the same class as the accused or the aggrieved party until protest procedures are finalised.
- 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 for the protest to be filed.

- No legal representation will be permitted at protest hearings; however, competitors or officials may be represented by a fellow competitor or club member provided that such a representative is not a practicing lawyer or attorney.
- The protestor or the parties that are been protested, may present witnesses, On Board footage or video footage taken directly in the COC for protest purposes.
- It shall remain the sole rights of the officials to call upon and use video footage to reach a conclusion.
- Should the accused wish to lodge a counter protest the aggrieved party, the relevant steps need to be repeated.
- Should the accused not agree with the protest outcome, an independent Subject Matter Expert may be called in to investigate the matter further, at the accused expense, but arranged by the Committee. Only the matter rising from the protest will be investigated.
- Should the accused admit to any wrongdoing, knowingly or unknowingly, the Clerk of the Course can cancel the protest with permission from the committee.

Any protest pertaining to irregular engine modifications will be dealt with as follow:

- The kart together with the race driver will be part of the protest procedure.
- The kart will be impounded.
- Both competitor and kart will be investigated and weight as per class rules
- Should the accused not allow the inspection or disregard the protest, it will be deemed admission of guilt with the penalty as set out in 13.8.
- Where protests involve specific components such as engine parts that must be examined by the Zone 7 Technical committee, the said kart will be impounded by the officials in charge and put in custody of the technical committee, 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 have been completed.
- All engines used during the race are part of the protest procedure and is subject to inspection should the Technical Committee and Zone 7 Karting Committee deem it necessary.
- Zone 7 has a 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:

- Clerk of the Course / Secretary who received the Protest.
- Zone 7 Chairperson and/ or committee member
- Driver / Pit Mech who will open components for the inspection.
- Technical director and / or members of the Technical Committee who will conduct the inspection.
- No other people will be allowed at the inspection. The aggrieved party will be allowed as a witness to the inspection.
- The class captain is also allowed as witness but will not be allowed an input/opinion.

15.9. OUTCOME: Should the protested be found NOT guilty, he will receive R500 of the protest fee.

The balance will go to the club. Should protested 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 second time in the season all points will be lost and the driver will receive a 2-race meeting ban.

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

In case the committee or Clerk of the Course or technical director chooses to lay claim on a kart because of suspected wrongdoing, no fees / claims will be applicable regardless of the outcome of the inspection.

Should the competitor be found guilty in such instance, the competitor will forfeit is club points for the race, and / or the season, as decided by the Zone 7 Committee.

Should it be found that a kart is outside his engine specs, the competitor will forfeit the complete season points. Should the officials deem it necessary they may inspect the kart again at the next event.

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 may have a 2-race ban.

15.10. PRIZE-GIVING IN THE EVENT OF A PROTEST BEING LODGED:

Should a protest be received, and no findings available due to the requirement of the protest, no trophies will be issued until the protest is resolved.

16. GENERAL KART SPECIFICATIONS:

16.1. FRAME: Only commercially manufactured frames from recognized manufacturers (Of proven safe design) may be used. Main frame members shall be constructed of nominally round tubing, allowing for normal distortion and elongation near bend ratios 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 competitor, competitors, and spectators. No protruding pipes past the end or sides of the kart that can cause harm to other competitors or karts.

The outside measurements of the kart may not be more than 2000mm x 1400mm.
Excluding Outlaw Karts due to body work.
21x2mm HALO type frame loop allowed in all classes. Must be at least 100mm above driver's head with minimum three mounting points.

16.2. ROLL CAGE: A roll cage must be fitted where the class requires e.g. Wings. Should another class want to ride with roll cages, all riders must agree – Prior approval from the Committee must be requested.

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 driver's head. A minimum bend radius of 90 degrees is allowed.

If roll cage is fitted, aluminium seat and minimum 4-point harness required. The seat minimum 3mm thickness, back section must be at least 100mm higher than your shoulders. A Fireproof racing suite is compulsory for all karts with roll cages. A Non return valve on the fuel tank breather is compulsory for all karts fitted with a roll cage. In other words, all karts fitted with roll cages must have a leak proof fuel tank system, to prevent fuel leaks when the kart is upside down.

16.3. 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.

16.3.1. FLOOR PAN: 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.

16.3.2. 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 separate 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 glued to the seat.
No loose covers will be permitted as this is a safety hazard.

16.4. 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. Tubing must be present, linking the two chassis bolts.

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

16.5. 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 not along the length of the inside of the screen.

16.6. WHEELS AND TYRES: Only two front wheels and two back wheels allowed.

16.6.1. 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 Wing karts, 300 Wing karts, Open Class, Outlaws, and Beetles.
No restriction on type of tyres.

The following classes will not be allowed to use rain weather tyres (Wets) on the rear wheels.

Only Slicks allowed on rear wheels: **Beetles.**

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

16.7. AXLES AND HUBS:

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

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

16.7.3. 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.

16.8. STEERING: Steering must be of direct, mechanical type. Steering ring / clamp to be placed on shaft under steering column support. **Clip off steering's will only be allowed in the Open, Beatles, and Wings classes.**

Steering wheels should have a minimum 250mm diameter and minimum two spoke design.

16.9. BRAKES:

16.9.1. MINIMUM BRAKES: All karts must have brakes working in such a manner to a 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.

16.9.2. DUAL BRAKING: Dual braking systems (front and rear) are only allowed in the following classes: 300's, Super Mods, Open Class, Outlaws, Beetles, and Wing karts.

No scrub or band type brakes allowed.

Master cylinder actuating rod must be at least 5mm diameter solid high tensile or stainless-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.

16.10. 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 at least 75% 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 contact with the clutch or chain.

Everything is welded.

The chain guard must be mounted with a minimum of three mounting points.
The clutch area of the wing chain guard needs to be adequately protected to prevent the lap safety belt from being lodged into the chain/clutch area which may lead to severe injury.

16.11. CLUTCH & CHAIN: Only centrifugal clutch to be used. Any pitch chain allowed.

16.12. FUEL SYSTEM:

16.12.1. 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 nine 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. Any applicable fuel pump may be fitted.

16.12.2. FUEL: Only commercial fuel or Aviation fuel (AVGAS) may be used, unless otherwise stipulated herein. No other type of fuel will be allowed. The use of methanol and nitrous is not permitted under any circumstances.

Allowed octane is 95 to 109 (This excludes beetle class, beetle class to use ninety-five pump fuels only).
Fuel additive or octane booster is allowed.

16.13. BODYWORK:

16.13.1. 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.

16.13.2. 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.

16.13.3. 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.

16.14. EXHAUSTS: Any exhaust may be used. It must be secured on three different mounting locations. Must slope downwards not more than 45o.
No exhaust may protrude the rear bumper. No horizontal rear facing exhaust. Exhaust fumes / gasses may not cause affect to fellow competitors.

When necessary, restrictions on sound levels deemed may be enforced.

16.15. STEERING FAIRING (BIB): A fairing may extend from the front bumper rearward on an angle paralleling the steering shaft.

No portion of the steering fairing may be located within 75mm of any part of the steering wheel.

16.16. 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.

Large Side pods are preferred (but not compulsory) in the younger classes for the safety of children.

The pod may not have any sharp corners or edges that may cause injury to any competitor. The design and placement of these components must be such that the kart cannot be "intruded" from the sides and that it will allow movement flow.

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

16.17. 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, excluding the "**Z,"** identifying Zone 7. Digits must be 150mm high and may only be Black on Yellow. Rear number to be mounted on bumper (plastic) or plastic number plate (steel bumper). Numbers must be in a block shape format (Preferably "IMPACT FONT"), No fancy lettering and No numbers allowed on seat. Numbers may not touch each other. No numbers allowed on the seat.

Wings classes must ensure the numbers are clearly displayed on the front of the kart, the rear of the kart, as well as on the sides of the Wings and the roof of the Wing. On the sides of the wings, although they may be any colour numbering, this must have a clear contrast, with minimum 150mm.

The winners of each class from the previous year's championship will be allowed to ride with white numbering on black background for the next season.
Having been allocated nr 1 – 3 numbers for the year. There original race number will be reserved for them for the year of victory racing.

The race number allocated by the race secretary to the driver/competitor will be carried throughout all classes for example no Z10 allocated to a competitor in the 270 Class will be carried throughout all classes giving the competitor the opportunity to compete in other classes without having to change his/her number.

This decision has been taken to alleviate duplicate numbers and assist lap scoring.

Kart numbers are to be requested from the Race Secretary for the year. Should a driver not take-out membership for 1 year, the number will be recycled to allow other drivers to use the number. Duplicate numbers will be allowed; however duplicate numbers will not be allowed within the same class. Preference will be given to the driver has had the number for the longest time at that stage.

A sponsor sticker supplied by the club to be displayed on the front bib, below the Kart number.

16.18. ELECTRICAL:

16.18.1. CUT-OFF/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, no push buttons allowed.
A loose wire to short-circuit will not be tolerated.

16.18.2. 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 and/or cable ties may not be used.

16.19. MISCELLANEOUS:

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

16.19.2. INSPECTION MARKING: Method of engine and/or tyre 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 suspension of membership privileges.

16.19.3. 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.

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

16.19.5. 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.

16.19.6. 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.

16.19.7. 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 + unlock
- More than 1 kg = 2 x M8 HT bolts + unlock
- No cable ties / temporary fasteners may be used. No added weight allowed on driver.

REFER TO DOKSA RULES FOR TECHNICAL RULES APPLICABLE TO EACH CLASS!