



125 SUPERKART CLASS REGULATIONS 2015

Club Championship WPMC

Who we are:

125cc Superkart racing can be easily defined and distinguished from all other karting formulas. Primarily we have gearboxes and race predominantly on long circuits.

As motor racing competitors and enthusiasts we are here to have fun and enjoy ourselves.

Our main aim is to promote and enjoy the sport in a competitive, safe environment that is above all affordable.

OVERVIEW

- We race according to MSA regulations as per the GCR's.
- Specific reference to GCR 226: *INTERPRETATION OF REGULATIONS AND SPECIFICATIONS*
In interpreting motorsport regulations and specifications "what is not specifically permitted is disallowed" is the normal concept in keeping with the French regulations on which all motor sporting regulations are based.

We have a standing committee who manages and regulates all proceedings pertaining to short circuit 125 Superkart racing. The standing committee may include but *is not limited to*: Class Rep, Technical Consultant, Previous Class Reps.

- Minimum age entry will be 20 years.
- We encourage and recommend racing development and allow a wide range of modifications, upgrades and aerodynamic experiments. However should a modification be deemed unfair or dangerous then the standing committee may implement the necessary action.
- In the event of a protest or grievance the competitor must notify the standing committee and allow them opportunity to address the matter, before making use of other channels, including social media outlets.
- There will be 2 classes (A and B) which will compete together, as 'class within a class', which will be split by time slots. As at the first event of 2014, this cut-off time is 33.999seconds and faster for class A. any karts at 34 seconds or slower will be in class B. The cut-off time and possible addition of a class C will be dependant on the number of karts and may change. The idea behind this is to keep classes at equal sizes.

Championship, points system and starting procedure:

- Trophies for the Superkarts classes should be handed out to the top 3 places in each class at the end of the race day, dependent on the number of competitors entered, with a minimum of 6 entries for 3 trophies per class.
- Qualifying will be run in 1 session on race morning. The grids will be according to the lap times or positions achieved, irrespective of class.
- Grid for heat 1 will be as per the qualifying times. Grid for heat 2 will be according to the finishing order of heat 1. Grid for heat 3 will be according to the finishing order of heat 2.
- Pole position and second may opt to start at the back of the grid, should they wish to do so.
- Rolling starts will be used for all long circuit events due to the long gear ratios used.
- Standing starts may be entertained on the kart circuit providing our shorter gear ratios will safely allow for this. On the day of the event, after assessing the conditions, the standing committee can apply to the Clerk of the Course for an amendment.
- Competitors, after receiving the starting signal and crossing the start line, may not receive assistance of any nature whatsoever in contravention of these rules and shall automatically be excluded for receiving assistance, whether solicited or not.
- No finish = no points to be awarded for that heat. In addition, a competitor must complete a minimum of 75% of the full race distance. Any laps that take more than twice the time of the winner's fastest lap will be disallowed.
- Points awarded to the top ten finishers only, irrespective of the number of competitors on the day. First two heats of 10 laps scoring 10 points for 1st place, 9 points for 2nd, 8 points for 3rd, etc. Third heat will be 15 laps and points awarded 1,5x.
- Both classes will score equal points. The overall 2014 champion will be the competitor, irrespective of class, which has scored the most points in the season. The same will apply for second and third.

Scrutineering:

- Karts and drivers are to be scrutineered prior to qualifying on the race day.
- Karts and drivers are scrutineered with safety being the primary objective.
- All karts will be scrutineered in such a means as to comply to the MSA appointed scrutineer's satisfaction.
- The scrutineer's word is final.
- Self-scrutineering may apply as seen fit by MSA.
- Competitors must fill in a self-scrutineering form and hand this to the scrutineer before the kart is scrutineered

KARTS

Engine and chassis:

- 125cc normally aspirated two-stroke motor with gearbox. Motorcycle or kart.
- 125cc recognized gearbox chassis only complete with the correct braking systems.

Tyres:

- Bridgestone, Mojo, Vega or similar locally available kart tyres are allowed. (Proof of purchase must be provided should the need arise)
- New tyres can be used but must be suitably scrubbed in prior to race day qualifying.
- Wet weather or semi-slick tyres are allowed and can be used at the discretion of the driver, irrespective of whether or not the race meeting has been deemed “wet” by the race officials.

Bodywork:

- We encourage the competitors to install full body kits complete with rear wings and floor pans. This is a performance aid only and is optional.
- The body kits are to be installed in a sensible and secure manner as to not endanger yourself and your fellow competitors.
- Should any aerodynamic aid protrude or be deemed dangerous then the necessary action will be taken by the standing committee.
- No Carbon Fiber is allowed.
- In the interest of safety, rear bumper bars are mandatory, these are to cover a minimum of 50% of the width of the back wheels on either side.

Competition numbers: As per MSA Western Cape Bulletin Of 2010

- Front numbers will be Black
- Front number sizes will be a minimum of 14cms length X 1.7cms width/stroke per digit.
- Front numbers will be on a sensible white background only.
- Karts with no body work must have a rear facing number plate, yellow kart number plates are permitted but the digits must comply with the above points.
- Karts with rear wings must have numbers on the side plates which must be a minimum of 20cms length X 8cms per digit.
- No 1 is reserved for the competitor finishing 1st in the previous season’s championship.
- No 1 may be in red on a white background.
- If the champion decides not to carry # 1, they may use their ‘own’ number in red on white background.
- Any competitor who stops racing can request their number be reserved for 12 months, after which it will be made available to others.
- Numbers may only be changed at the end of a season.

Appendix A

1. Starts:

All starts will be Rolling Starts:

- a) There are 2 warm-up laps
- b) The first is to allow all competitors to warm up engines, tyres and brakes.

- c) The pole sitter is NOT permitted to hold the field back at a speed which does not allow the other competitors to warm up tyres, etc.
- d) Passing is permitted on the opening lap, as long as all competitors take up their CORRECT grid positions before the midway point on the straight before the final corner approaching the start-line.
- e) The field is to commence forming up approaching the first corner on the 2nd lap, trying to be in formation before entering the final straight. Any competitor unable to do so by the midway point of final straight, will start at the back of their class.
- f) Pole sitter will control the speed of the start, ensuring it is slow enough to bunch the field, but not slow enough to cause others to become fouled.
- g) The onus is on the rest of the field to ensure they are properly bunched and in formation (2 parallel rows).
- h) Competitors are to maintain their relative positions in a staggered formation (the front wheels of the 2nd kart is not to pass the rear wheels of the kart in 1st position, the 3rd not past the rear wheels of the 2nd, and so on, all the way through the field).
- i) 2 Clear and parallel lines (1st, 3rd, 5th, 7th, 9th and 2nd, 4th, 6th, 8th, 10th) must be maintained until the start signal is given.
- j) Drivers are not permitted to break formation until the start signal is given (no breaking out of the parallel lines or improving position in any way)
- k) Competitors are NOT permitted to 'lag' and then accelerate before the start to gain an advantage.
- l) If a competitors' kart 'fouls up' and cannot get going, they are to raise their hand and immediately pull off to the side, staying 'off line' until the entire field is past. The competitor behind MAY NOT take up this space.

Racing only starts when the start flag drops. Any infringement of the above will be deemed a 'starting infringement' and will incur a penalty of 20seconds added to their race time. Observers may be appointed to watch the starts.

2. General Race Conduct:

- a) The 125 Superkart class does not have a "Rubbing is racing" policy.
- b) Contact is not allowed and is to be avoided at all costs.
- c) Anyone who is found to be constantly bumping into others, on purpose or by accident, will be brought before the Clerk of the Course by the class committee for further action.
- d) Complaints of this nature should be brought to the committee before taking to the Clerk of the Course to be dealt with. No competitor is permitted to resort to social media to resolve/publicise any issues.
- e) Accidents do happen and a small amount of courtesy goes a long way. If you bump someone, apologise afterwards.

f) If, for some reason, your kart is not handling well, do not race it like you normally would. Back off and take it easy. You will only cause an accident, damaging yourself and fellow competitors. Should your kart not run properly, ensure you stay well out of the way without impeding safe racing conditions for the other competitors.

g) Corners, as well as the approach and exit zones thereof, may be negotiated by the drivers in any way they wish, within the limits of the track. Overtaking, according to the possibilities of the moment, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers, such as premature direction changes, deliberate crowding of karts towards the inside or the outside of a curve or any other abnormal change of direction, are strictly prohibited and shall be penalised, according to the seriousness and repetition of the offences, by penalties ranging from a fine to exclusion from the race. The repetition of dangerous driving, even involuntarily, may result in exclusion from the race.

f) The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail exclusion of the driver/s concerned.

g) A competitor shall at all times drive in a manner compatible with general safety and may be halted by the Clerk of the Course for failure to do so. Any penalty incurred under these regulations shall not prevent any further appropriate action by MSA.

A driver may not maintain contact with or push a kart in front of his own during a race.

h) Competitors, after receiving the starting signal and crossing the start line, may not receive assistance of any nature whatsoever in contravention of these rules and shall automatically be excluded for receiving assistance, whether solicited or not.

i) During both practice (unofficial and official) and racing, drivers intending to leave the track to enter the pits or are experiencing difficulties MUST INDICATE THEIR INTENTION BY RAISING ONE ARM. THEY MUST LEAVE THE TRACK ON THE SIDE THAT WILL GIVE THEM AN UNINTERRUPTED RUN INTO THE PIT OR PADDOCK ENTRANCE WITHOUT CROSSING THE PATH OF A FOLLOWING KART. On anti-clockwise layouts, you will not be permitted to enter the pits, but may stop in the 'oval' corner until the marshals signal that it is safe to enter the pits.

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

k) If the offence occurs during a race, the kart and driver concerned may be excluded from the race, or entire event and/or a penalty and/or a fine may be imposed. Failure to report at a specified time shall be a breach of the regulations and may be subject to a penalty and/or a fine.

l) Wild or disorderly driving shall be subject to exclusion from the race or entire event/meeting, and/or a penalty and/or a fine.

m) Outside assistance: No driver may receive outside help on the track once the karts have started the race. From the commencement of the official timed practice only authorized officials are allowed on the track. The penalty for receiving outside assistance, whether the assistance is solicited or not, is automatic exclusion from that particular heat or time trial.

n) Only an entered driver may be in a kart during the race or official practice and may not permit any person, who has not entered, to drive their kart.

o)Where orange traffic cones are utilised to demarcate sections on the circuit, any competitor clipping these cones may be subject to a 3 point penalty.

3. Blue Flags:

a)The white books states, that if racing a car with mirrors, you are to move out of the way of competitors that are lapping you when shown the blue flag. This does not apply to us.

We do not have mirrors so cannot see what is going on behind us. We cannot change our line to 'get out of the way'.

If you do, and there are two faster karts passing either side of you, you will cause an accident by leaving your line and moving into the path of one of the faster karts.

You do not have to move over for karts that are lapping you, keep your line. It is up to them to pass when they feel it is safe to do so.

If you know there are faster karts approaching, and are able to move aside safely, they will appreciate it.