



Karting South Africa

Standard Karting Regulations (SKR's)

2021

Version 3

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The World of Motorsport ZA is a motor sport association and administration.

WOMZA's main objective 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 – what is not written is not permissible.

CODE OF CONDUCT FOR DRIVERS

- a) All participants must play within the rules and respect race officials and their decisions.
- b) All participants must respect the rights, dignity, and value of their fellow participants regardless of gender, ability, physical appearance, cultural background, or religion.
- c) All participants must encourage others and always take responsibility for their actions.
- d) All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.
- e) It is the participants own responsibility to identify and measure his/her own skill level against his/her competitors, and take responsibility for the risks associated with training, testing and or racing. It should be noted that a basic level of competence is required.
- f) It is the participant's responsibility to declare, prior to any participation in training, testing, or racing, of any medical condition or medication required that may be relevant in the event of an emergency.
- g) All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner, to the correct person (official) at the event.
- h) The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding care of children in sports will be promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing, or racing events.
- i) When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations, and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations, or conditions, should be asked in the drivers meeting held before each event.
- j) All participants must have respect for the environment and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and pollution free as possible.
- k) All participants must respect that drugs and alcohol are strictly prohibited at training, testing and races. It is an offence and will not be tolerated. Offenders will be excluded from the event and face further disciplinary action.
- l) Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organizers, or any person associated with KSA and or WOMZA, will be held responsible and liable for their actions. This brings the sport into disrepute and will be harshly dealt with.

Regulation Definitions

GRR's.	- WOMZA General Racing Regulations
SKR's	- Standard Karting Regulations
SSR's	- Series Specific Regulations – example SARMC Sporting Regulations
SR'S	- Supplementary Regulations - event organizers must issue for each event

1. Administration

Notwithstanding anything to the contrary in the WOMZA GRR's, these Standard Karting Regulations (SKR's) will take precedence over the GRR's.

The Series Specific Regulations (SSR's) take precedence over these regulations.

SR's should not conflict with the SSR's or SKR's.

2. Circuit details as they are relevant to competitors.

- 2.1 Pre-race paddock – the area where the competitor must place his/her kart immediately prior to his/her allocated race.
- 2.2 Weighing area – the area where karts must be presented for weight checking immediately after exiting the circuit after qualifying or a race.
- 2.3 Parc-Ferme – the area where karts will be presented for scrutineering/technical inspections.
- 2.4 25 metre line – a yellow line painted on the circuit, 25 metres before the start line. The starter may start the race when the leaders are between the 25m line and the start line.
- 2.5 90 metre line – a red line painted on the circuit, 90 metres before the start line. Competitors must be in their allocated grid position by this point, failing which they must fall in at the back of the field. Competitors must hold a steady speed from this line until the signal to start is given.
- 2.6 Start Grid – Two lanes, painted white referred to as tram lines. Competitors must remain in their tram lane until the start signal is given.

3. Flags

- 3.1 Start flag or alternately it is permitted to start by lights. The extinguishing of the lights will indicate the start of the race.
- 3.2 Yellow flag with green diagonal cross/crosses – indicates that the race has false started and that the field must slow down and reform the starting grid.
- 3.3 Finish Flag – a black and white checked flag.
- 3.4 Red Flag – The practice/qualifying/race has been stopped. Competitors must immediately slow down, being prepared to stop if so indicated and return at a very reduced speed to the start line and await further instructions.
- 3.5 Black Flag – Always shown with the competitor's number, the competitor must stop at the pits at the end of the lap and report immediately to the Clerk of the Course.
- 3.6 Black & White Diagonal flag – Always shown with the competitor's number, the competitor is observed for unsporting behaviour and must stop such behaviour immediately and report to the Clerk of the course immediately after the practice/qualifying/race.
- 3.7 Black flag with orange disc – Always shown with the competitor's number. The competitor is warned that his/her kart has a potentially dangerous technical defect and must stop in the pits at the end of the lap to remedy same. Having crossed the scale and repaired the defect a competitor may re-join the practice/qualifying/race.
- 3.8 Yellow flag - indicates potential danger or obstruction on the circuit – no overtaking until one has passed the incident. Overtaking under yellow flag will result in a penalty.
- 3.9 Green flag – may be used on a circuit where the officials deem necessary to indicate that the circuit is clear (after a yellow flag). No overtaking allowed before the green flag. The use of a green flag must be stated in the SR's for the event.
- 3.10 Yellow and red striped flag – change of surface e.g., fluid/sand on the track.
- 3.11 White flag – there is a slow-moving vehicle on the circuit. This could be a slow kart, an ambulance or service vehicle.
- 3.12 Blue Flag – Indicates to a competitor that a faster competitor is about to overtake. Only shown to a competitor being lapped.

- 3.13 Blue Flag with red diagonal crosses – always shown with a number board, indicates to a competitor that he is lapping too slowly and that he must leave the circuit at the end of that lap. May only be used if allowed for in the SR's for the event.

4. General Race Rules

- 4.1 Amalgamation of classes may take place, other than below:
- 4.2 6-Speed gearbox classes including KZ may never be amalgamated with non-gearbox classes.
- 4.3 The Bambino class may never be amalgamated with any other class.
- 4.4 When amalgamating / combining of classes consideration of similar age groups and performance should be considered.
- 4.5 The amalgamation of classes does not upgrade or downgrade a competitor and does not serve to help to meet the minimum number of starters.
- 4.6 Change of Equipment.
- 4.7 A change of driver/equipment may be permitted provided it is only a change of driver or equipment (not both) and provided this is done 30 minutes before qualifying or the first race. No kart may be driven by more than one driver during an event. This does not apply to endurance events.
- 4.8 A change of chassis may be permitted during an event provided that the chief scrutineer and the Clerk of the Course are satisfied that the original has been damaged during the event and is beyond repair. Should this change of Chassis happen after Qualifying or any Race, the competitor must start at the back of the field for the next Race.
- 4.9 A maximum of 2 engines are permitted for use during an event. It is not permitted for a competitor to use an engine used by another competitor in the same event.
- 4.10 Fuels and oils may be stipulated in the SR's for an event. Competitors must use such stipulated fuels/oils.
- 4.11 Post-Race Scrutineering
The Clerk of the Course may instruct the technical inspection of any kart after an event. A competitor refusing to submit his/her kart will automatically be excluded from the entire event.
- 4.12 Entrants
The parent or legal guardians are the only acceptable entrants for a competitor under the age of 18 years. Adult competitors are always their own entrant and no other person/body may represent them.
- 4.13 Licenses
Refer WOMZA Section B – except that: Licenses will be renewed annually and be valid for the period from 1 January to 31 December of each year.
Note National Licenses will only be issued to competitors after competing in three race events.
- 4.14 Age Limits
Refer SARMC for all Rotax and Bambino Classes.
For other classes this will be specified in the relevant club or series regulations.
- 4.15 Weights
Inclusive of driver/kart and all safety clothing
Refer SARMC for all Rotax and Bambino Classes.
For other classes this will be specified in the relevant club or series regulations.
- 4.16 Safety Clothing
A competitor shall always, while on the circuit wear a one-piece CIK karting approved race overall or similar locally manufactured KSA approved, a secured full face crash helmet complete with a splinter proof visor (CIK, CMR, DOT, Snell approval recommended) as well as gloves that cover the hands completely and race boots and socks that adequately cover the ankles.
For competitors under the age of 13 a neck brace is recommended.
- 4.17 Drivers Briefing – will be held prior to the start of racing. Failure to attend will result in a fine.

4.18 Safety when entering the pit/post-race area. Driver must cut their engines at the entrance to the post-race/pits. Drivers must indicate their intention to leave the circuit and enter the post-race/pits by means of raising a hand.

4.19 Revving Area

No engine may be revved in any area other than a demarcated revving area. An engine may be started in the service park but run for a maximum of 5 seconds.

4.20 Timekeeping & Race Transponders

The recording of race / lap times is done via transponders fitted to the kart. Competitors are encouraged to purchase their own transponders. It is the competitors' responsibility to ensure their transponder is fit for purpose and fully charged. Transponders are to be fitted on the correct mounting bracket on the bib near to the vertical bib mounting brackets.

4.21 Fire Extinguishers

Every competitor must have a serviced fire extinguisher of at least 1.5Kg. These extinguishers must be presented at scrutineering and must be secured to the kart trolley.

4.22 Telemetry / Data / Radio

- Telemetry, data, radio communication with any kart during official practice, qualifying or racing is prohibited.
- Competitors may make use of on-board recording devices, however these may only be mounted with the standard brackets provided by the manufacturer and then only mounted on the side pods, bumper, bib or on top of the radiator.
- Competitors must make the footage available to officials on request.

4.23 Weighing of kart and scale requirements

- The scale of the day will be in the "Servicing Park". This scale is the ONLY one which will be officially used and counted. The scale will be available from the first non-qualifying session.
- Driver needs to stand on the scale with all racing safety equipment.
- Should competitor be under-weight he/she may take the kart off the scale and immediately place it again on the scale to weigh a second time. The second reading is the only reading that will be recorded by the scale official.
- Any driver pouring water over his/her head and race overall will be penalized with 1 (one) additional KG on the minimum weight of kart and driver (i.e., Junior 145 + 1kg = 146 minimum)

4.24 Outside Assistance

- Once a competitor has come under starters order, he shall not receive outside assistance.
- A marshal may assist a stranded competitor to remove his/her kart from the race circuit to a place of safety should it have spun off or broken down during a practice, qualifying or race.
- Bambino's may receive outside assistance. Parents of Bambino competitors who are licensed (insured) may assist on the circuit subject to them assisting all competitors equally.

4.25 Parc Ferme

- Karts must pass through Parc Ferme after weighing and follow instructions if any from the Technical Consultant who may wish to conduct random checks.
- Karts are to be left in Parc Ferme for at least 30 minutes after the end of their last race and until such time as the COC publishes a release note on the virtual notice board for each specific class.
- Competitors and mechanics may not work on the kart other than under the direct supervision of the TC and should only enter the Park Ferme when instructed by the TC to do so. Only the competitor and one mechanic are permitted.

5. Penalties

5.1 Technical infringements – Any infringement of the technical regulation will result in automatic exclusion from the qualifying / race or event. Non-compliant parts-must be impounded by the scrutineers / technical consultant. Where an infringement can be rectified (e.g., rear width too wide) the part or kart may be returned to the competitor after he / she has signed an acknowledgment of technical infringement.

5.2 Underweight competitors / kart combinations will receive 0 (zero) points and any lap times achieved during qualifying or race will be disregarded and thus start at the back of the grid.

5.3 Nose Cones (not applicable to Bambino class)

The use of a homologated Front Fairing and of the homologated Front Fairing Mounting Kit of the bodywork homologation period 2015 – 2021 is mandatory, in accordance with CIK Specific Prescriptions, article 30 and CIK Technical Drawing No 2d.

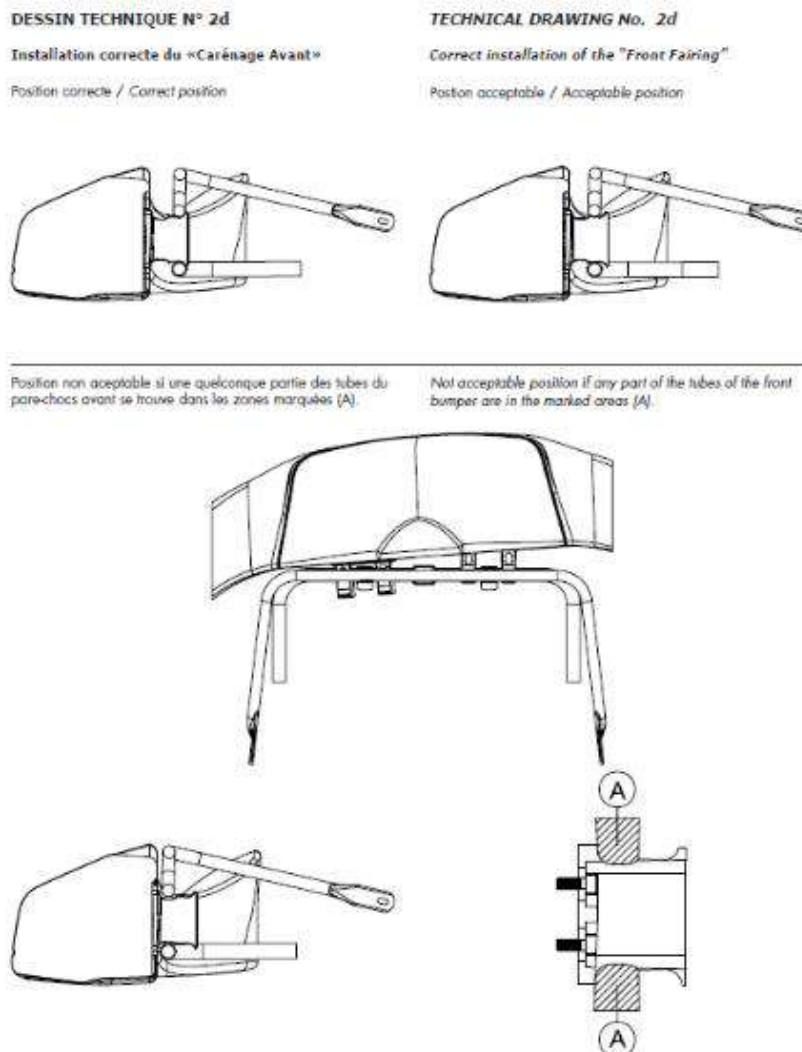
Should a competitor's nose cone no longer be in the correct position at the end of a race as envisaged in the regulations, an automatic and non-protestable standard 5-second penalty will be added to the race time. A nose cone that has become dislodged i.e., not in the correct position at the end of qualifying, the competitor will have his/her fastest qualifying time deleted.

NB: A defective nose cone may allow bumping to go un-punished. If the underside of the nose has worn through at the connection to the vertical front face the nose cone the nose cone is no longer legal and the kart should not race. Damage like this renders the nose cone ineffective to the intended design - which is to penalize offenders who bump into their fellow competitors. Repairs are forbidden and if the supplier has no stock any make of CIK Nose Cone homologated 2015 – 2021 is acceptable.

A defective nose cone will be photographed and penalized in the same way as an out of place nose cone. The Stewards or clerk of the course, on receipt of an image from the nose cone official illustrating that the competitor's nose cone was out of place, will automatically add a penalty of 5 seconds to the race time of the competitor concerned.

No hearing will be held nor will the signing of any acknowledgement by the competitor be required. The decision by the Stewards to amend the results shall not be subject to appeal and the amended results will be published on the notice board.

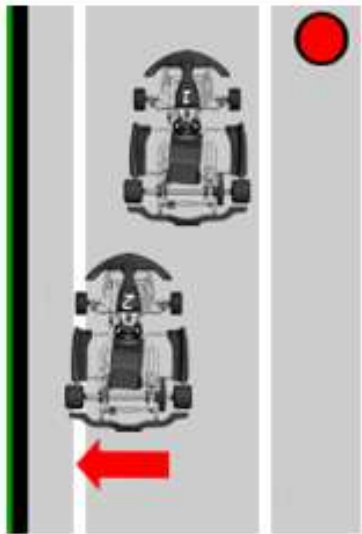
Any competitor found to be tampering with his/her nosecone, from outside the kart or from his/her sitting position within the kart anywhere between the finish line and the weigh in scale will be excluded from the **event**. This decision is final and non-protestable.



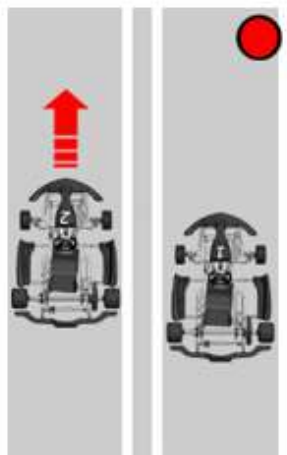
5.4 Driving Penalties – penalties are applicable to ALL classes at an event including non-SARMC classes.

#	DESCRIPTION	PENALTY
5.4.1	Gaining an Unfair Advantage	5 seconds
5.4.2	Driving in a manner incompatible with general safety – e.g. causing an accident	Minimum 5 seconds up to 10 seconds, Race or Meeting exclusion
5.4.3	Contravention of flag signal before or after Race -Black & White / Yellow	5 seconds
5.4.4	Contravention of flag signal during Race – Black &White / Yellow	Minimum 5 seconds up to 10 seconds
5.4.5	Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
5.4.6	Contravention of flag signal – Red Flag or Black Flag	Race or Meeting exclusion
5.4.7	Abusive Language, Behavior or Assault	Race or Meeting exclusion
5.4.8	Failure to attend Drivers’ Briefing	Fine of R 500
5.4.9	Failure to obey an Official of the Meeting	Race or Meeting exclusion
5.4.10	Scrutiner Non-Compliance Report, vehicle or component inéligible	Race or Meeting exclusion
5.4.11	Underweight	Race exclusion
5.4.12	Failure to report to Scrutineering	Race Meeting exclusion
5.4.13	Incorrectly positioned front fairing - Qualifying practice	Deletion of fastest time
5.4.14	Incorrectly positioned front fairing – race	5 Seconds penalty
5.4.15	Attempting to tamper with or reattach the front fairing during race / timed qualifying	Race exclusion
5.4.16	Intentionally reattaching the front fairing after checkered flag	Meeting Disqualification & Consideration of Referral to ASN


5.4.17

<p>FALSE START (Type A) means Kart 2 leaves the marked corridor during launch phase with at least two tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		General:
		A: 3 seconds B: 10 seconds
<p>FALSE START (Type B) means Kart 2 leaves the marked corridor during launch phase with at least four tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		Without advantage:
		Not relevant
		With advantage:
		Not relevant


5.4.18

<p>JUMP-START means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.</p>		General:
		10 seconds
		Without advantage:
		Not relevant
		With advantage:
Not relevant		

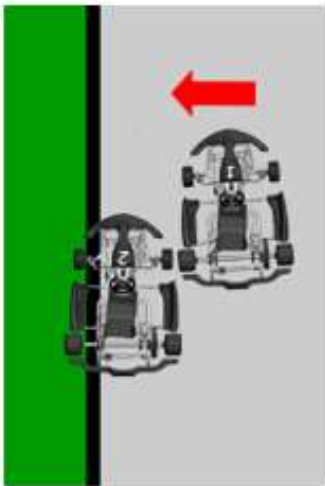
5.4.19

<p>CUT-IN means that Kart 1 constricts the driveable section towards the curve centre forcing Kart 2 to leave the driveable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

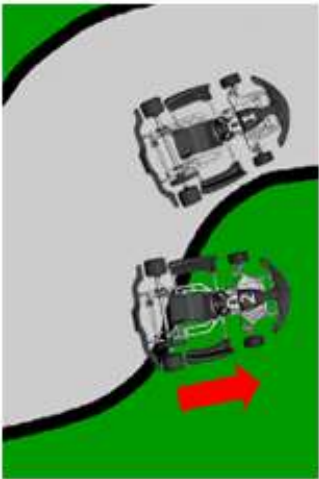
5.4.20

<p>EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough driveable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

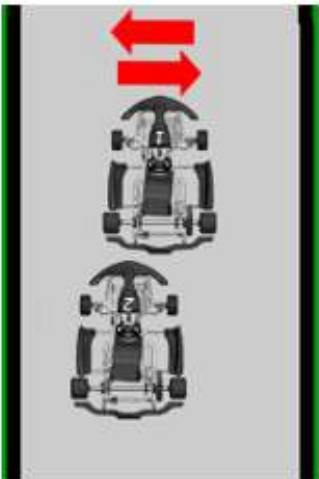
5.4.21

<p>PUSH-OUT means if Kart 1 constricts the driveable section towards the outside line forcing Kart 2 to leave the driveable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 wins a position. - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out. 		General:
		Not relevant
		Without advantage:
		10 seconds
		With advantage:
10 positions		

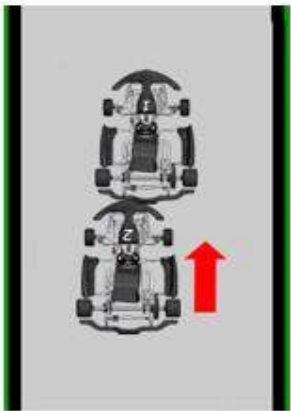
5.4.22

<p>SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position or gains time which cannot be balanced within the same lap. - Kart 1 or any other is handicapped by the return of Kart 2. - Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		

5.4.23

<p>ZIG-ZAG means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 acts more than once a time this way within the same race. 		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage:
10 positions		

5.4.24

<p>BUMP means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none">- Kart 2 wins a position and the previous order cannot be restored within the same lap.- Kart 1 suffers a position loss or drop-out.- Kart 1 suffers a damage leading in a position loss or drop-out within the same lap.		General:
		Not relevant
		Without advantage:
		Warning only
		With advantage: 10 positions

- 5.5 Misconduct will at the discretion of the Clerk of the Course and the Event Director result in a penalty ranging from a fine to exclusion or a ban from the event and or future events.
- 5.6 Revving of an engine outside of the demarcated area or for longer than 5 seconds in the service park, will be subject to escalating fines starting at R500.00 for the first offence.
- 5.7 Standing start infringements – will be 5 places for the first infringement.
- 5.8 Re-formed starting infringements – Should a grid not be correctly formed, and the Clerk of the Course or starter may allow a ‘re-form’ then the race will be started after the re-form lap. Any breach of the starting regulations thereafter will result in an offending competitor being penalised accordingly.
- 5.9 Refuelling on the pre-race grid – exclusion from the race.
- 5.10 Outside assistance – Exclusion from that race
- 5.11 Competitors must sign receipt of a penalty or findings of a hearing at the time that this is issued to them. Refusal to do so will result in any further protest or appeal being disallowed.

6. Race day

- 6.1 Practice
 - Only drivers entered in the event may participate in practice, qualifying and racing.
 - Each race day will have at least one practice session not less than 5 minutes long per class.
 - A driver must complete at least 3 continuous laps during practice. The Clerk of the Course may waive this in exceptional circumstances and provided the driver is experienced.
 - Classes may be combined for official open practice, but section 4.4 must be considered when combining classes. The combination of these practice classes may never exceed the circuit capacity.
- 6.2 Qualifying and Racing
 - A kart must have passed scrutineering before entering the circuit.
 - A qualifying period will be either 10 minutes per class or the Super Pole system of 1 (one) warmup lap and 2 (two) timed flying laps.
 - Should a competitor have been unable to record a lap time in qualifying, he/she may request a re-run at the discretion of the Clerk of the Course. Such a kart must remain in Parc Ferme pending approval and in any case such a re-run will only be granted within 10 minutes of his/her applicable class having completed its’ allotted qualifying period and then only by means of the Super Pole system.
- 6.3 Other methods of arriving at a starting grid for the first race.
 - The grid may be drawn by ballot.
 - The grid may be drawn by championship points.
- 6.4 Types of Start.
 - Non-gearbox karts will have a rolling start.
 - The Bambino Class may use either a rolling start, start behind a pace kart or a standing start.

- 6-speed-gearbox karts will have a standing start.
- 6.5 Grid positions
- The driver with the fastest officially recorded time in qualifying will be the pole sitter. The slowest or any penalised competitor will take up his/her positions at the back of the grid.
 - Where a competitor is unable to take up his/her grid position, that position is to be left vacant on the grid.
- 6.6 Rolling Starts.
- The release of the field from the pre-race dummy grid will indicate the karts are under starters' orders.
 - Having completed 2/3rds of the published number of warm up laps the field will bunch up, staying in their allocated grid position. Competitors who are not in their allocated grid position by the 90meter (red line) must take up their position at the back of the grid.
 - Competitors are to maintain a reasonable speed - no change of speed - from the 90-meter line until the signal to start the race is given.
 - Upon reaching the starting tram lines competitors must stay within the respective tram lanes until the signal to start the race is given.
 - When the field is correctly bunched and the 2nd place driver is level or slightly behind the pole sitter, the Starter may at his/her discretion start the race - anywhere between the 25-meter line and the start line.
 - The start signal will be indicated by either the extinguishing of lights or the fall of the start flag.
 - Should the competitors have anticipated the start, or the starter not be satisfied with the disposition of the field a false start may be called.
 - In amalgamated races the "second" class (generally slower) will follow the tail end of the "first" class with a gap of at least 10 kart lengths at a steady pace determined by the pole sitter of the second class as from the 90m line. The starter will start the race between the 25m and start lines as usual. As the first class is already racing when the second class starts there will be no restart for a false start in the "second" class and penalties will be applied.
- 6.7 Standing Starts.
- The Release of the field from the pre-race dummy grid will indicate the karts are under starters' orders.
 - Having completed the published number of warm up laps the field will enter the starting grid, placing themselves in either a staggered formation or two parallel lines, as defined in the regulations for the event, with engines running, and karts stationary, the Clerk of the Course will indicate to the starter to start the race.
 - Should a kart not be stationary, then it must stop immediately.
 - The start signal will be indicated by either the extinguishing of lights or the fall of the start flag.
 - Moving before the signal to start or starting out of place will result in a 5 (five) place penalty.
 - Practicing a start is only permitted in the final practice session. Penalty for doing this in any other session is starting at the back of the grid.
- 6.8 End of Race
- A race will be finished by the waiving of the chequered flag.
 - Should the flag be waived prematurely the race will be deemed to be complete.
 - Should the flag be waived later than the allocated number of laps, the race will be deemed to have been ended when the allocated number of laps was completed i.e., laps over and above the published number will be discarded as if they were never run.
- 6.9 A finisher
- Is classified as anyone who has completed 2/3 of the race distance, even if he did not finish the race.
- 6.10 Stopped Race.
- If a Red Flag (see 3.4 of these regulations) has caused a race to be stopped and less than 2 (two) laps have been completed, the start of that race will be null & void and the race will be re-run.
 - Competitors who started the original race will be eligible to take part in the re-start.
 - The time of such restart will be at the discretion of the Clerk of the Course.
 - If a Red Flag (see 3.4 of these regulations) has caused a race to be stopped and between 3 laps and 67% of the race distance has been completed, the race will be restarted based on the finishing order of competitors 1 lap prior to that during which the Red flag was deployed. When the restart takes

place will be at the discretion of the Clerk of the Course. Competitors who have dropped out of the race either before or having been involved in the cause of the Red flag will not be eligible for the restart. At the restart competitors must be in single file until the signal to start is given.

- If that a Red flag has caused a race to be stopped and 67% of the published race distance has been completed, the race will be deemed to be complete.

7. PROTESTS

- 7.1** Any competitor or official shall have the right to protest if they aggrieved by any decision, act, or omission of another competitor, official or organizer/promoter:
- 7.2** The same procedures shall apply for competitors and officials.
- 7.3** Every protest lodged shall be in writing, stating the name of the protestor, license number, time, date, event and venue and class.
- 7.4** In lodging a protest, the protestor must specifically note what they are protesting and the regulation numbers they believe has been breached.
- 7.5** In the event of a technical protest, the protest content shall specifically itemize components that is/are being protested and the regulation number being breached.
- 7.6** Should the protest require the stripping of an engine a deposit of R 5 000 is required to be lodged along with the protest fee. This will be used to cover costs of dismantling, inspection and re-assembling the engine should the protest be unsuccessful.
- 7.7** Protests must be submitted within the required time limits and be accompanied by the fee of R 2500.
- 7.8** Protest fees must be either in cash, EFT or by credit card paid to the organisers. IOU's are not acceptable under any circumstances.
- 7.9** Other than protest in respect of behaviour, competitors may only protest each other, from the same class and only signed-on competitors may protest. A competitor may only protest another competitor directly involved in or alleged to be the cause of the incident in question.
- 7.10** Where the protest does not fully comply with the above provisions, the Event Director must accept the protest and may at his/her discretion extend the protest time and instruct the protestor to re-submit the protest correctly. In such circumstances The Event Director then has the right to impose a penalty for non-compliance with the regulations.
- 7.11** The event Director may also extend the time limits on receiving the protest in extreme cases.
- 7.12** All protests will be dealt with at the event and may not stand over.
- 7.13** Protest shall be handed to the event secretary (or the COC or Event Director) accompanied by the fee and the time of submission must be recorded.
- 7.14** Should the protest have been handed directly to the Event Director the Event Director shall advise the COC of the protest received, prior to a hearing taking place.

8. PROTESTS NOT PERMITTED

- A collective protest i.e., a protest submitted by multiple persons, or is in respect of multiple karts.
- Against any penalty which in terms of these rules is non-protest able. e.g. a nose cone infringement.

9. PROTEST HEARING

- 9.1** The panel hearing a protest shall not be less than 2 people one of whom shall be the KSA Event Director.
- 9.2** For any driving standards or behaviour protests an experienced current or former karter must be appointed to the panel.
- 9.3** For any protest of a technical nature a KSA Technical delegate should be appointed to the panel
- 9.4** A Club Director may be appointed to bring the number to three.
- 9.5** Where the protest is of a technical nature the race day technical personnel shall be party to the hearing, however he/she may be excused once they have given evidence.
- 9.6** The Event Director shall notify all parties concerned of the time and place of the hearing.

- 9.7 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.
- 9.8 The protestor and the parties being protested, may present witnesses and if agreed by the Directors, video footage.
- 9.9 It shall remain the sole right of the officials to call upon and use video footage to assist in reaching a conclusion.
- 9.10 A protest hearing may proceed, and judgement ordered by default in the absence of any parties affected or directly involved with the protest, if the Event Director has proof that these parties were advised of the time and place of the hearing.
- 9.11 Throughout the hearing all parties shall remain present and be party to all evidence.
- 9.12 Once the Event Directors have taken all the evidence into consideration, all parties shall be excused whilst the panel deliberate.
- 9.13 In the event of the Event Directors being unable to resolve or give immediate findings, they must advise all parties concern of a time and place when the findings will be issued.
- 9.14 In extreme cases where a decision cannot be reached, or the Event Directors wish to obtain additional input, all parties are to be advised that the protest findings would be delayed and advise the time and place when the findings will be issued, but in any case, not more than 2 working days after the event.
- 9.15 Protest findings will always be reduced to writing, handed to all relevant parties and a copy posted on the notice board.
- 9.16 Where a protest remains unresolved or an intention to appeal has been received by the stipulated time for prize-giving, then no awards will be made to the affected competitors until the protest or appeal is finalised.
- 9.17 Where a protest succeeds the protest fee will be returned in full.
- 9.18 Any party aggrieved by the outcome of a protest shall have the right to appeal and must be reminded of such in the written protest findings.

10. TIME LIMITS FOR PROTEST

- 10.1 Protesting the decision of the clerk of the course - 30 minutes - from having been advised of the decision.
- 10.2 Protesting a mistake or irregular occurrence during an event – within 30 minutes of the mistake or irregularity.
- 10.3 Protesting a grid position – within 10 minutes of the posting of the grid.
- 10.4 Protesting the eligibility of a kart - 30 minutes – from the alleged ineligibility becoming apparent.
- 10.5 Protesting the eligibility of a kart where the protest requires an eligibility inspection post-race must be lodged not less than 30 minutes before the start of the last race of the day for the affected class.
- 10.6 Protesting the posted results – within 30 minutes of the posting of the provisional results, after which the results will become final.
- 10.7 Protesting published championship points – within 3 days of the publication.

11. APPEALS

- 11.1 A competitor or official who believes and can justify that a miscarriage of justice took place in the protest findings may submit an appeal, which once accepted will be heard by an alternate panel referred to as an 'WOMZA Appeal Court'.
- 11.2 A Competitor or official must give written notice of their intention to appeal their intention to appeal to the officials on the day of the publication of the protest findings.
- 11.3 The appellant must submit their written appeal to WOMZA within 48 hours of the notice given to the officials. Should this competitor / official who notified the officials of his intent to appeal not submit the

appeal timeously then the outcome of the protest hearing will stand, and no further action will be considered.

11.4 The appeal fee of R 12 500 must be paid within 24 hours following the submission of the appeal.

12. APPEAL HEARING

- 12.1** Upon receipt of an appeal WOMZA, in consultation with KSA shall have the sole power to accept or reject an appeal and appellant shall be advised in writing.
- 12.2** No appeal will be accepted that has not been heard initially as a protest.
- 12.3** Having received both the written appeal and the appeal fee, WOMZA in consultation with KSA may appoint a panel to hear the appeal.
- 12.4** The panel hearing an appeal shall not be less than 3 people appointed by WOMZA in consultation with KSA.
- 12.5** Should the appeal arise from a technical matter, then one of KSA's chief technical consultants must be included in the panel. This may not be the technical consultant that was a party to the initial protest hearing.
- 12.6** Should the appeal require the stripping of an engine a deposit of up to R 10 000 may be required to be lodged along with appeal fee. This will be used to cover costs of dismantling, inspection and re-assembling the engine should the appeal be unsuccessful.
- 12.7** All parties concerned shall be given 7 days written notice of the time, date, time, and place that the appeal will be heard.
- 12.8** It is the responsibility of the appellant to ensure the attendance of any witnesses that they wish to call and to bear the cost thereof.
- 12.9** After all evidence has been heard, the members of the appeal panel may overturn the Event Directors decision originating from the protest, impose further penalties or exclusions, if no penalty was awarded from the first protest, the appeal panel is empowered to impose such a penalty.
- 12.10** The penalty for technical non-compliance is exclusion from the race. If the fault was applicable in the previous race(s) on the day, then exclusion from those races will also apply.
- 12.11** If the court is convinced that a deliberate attempt to gain an advantage is evident then an additional penalty of a minimum of a three-month ban may be applied.
- 12.12** As far as possible the members of the initial protest hearing that gave rise to the appeal as well as the COC should attend the appeal hearing.
- 12.13** The findings of the appeal panel must be reduced to writing and distributed to all parties within 7 days of the hearing.
- 12.14** If the court finds for the appellant, then the appeal fee less a 25% administrative fee will be returned.
- 12.15** Should the court not find for the appellant then the fee is forfeited.
- 12.16** The decision of the WOMZA Appeal court is final.