

2021 KSA WOMSA REGULATIONS REGISTER

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Date Published	Document Name	Document Version	Changes
15/01/2021	SARMC Sporting Regulations	V1	Original
15/01/2021	SARMC Supplementary Technical Regulations	V1	Original
15/01/2021	SARMC Bambino Supplementary Technical Regulations	V1	Original
17/01/2021	Bambino C50 Technical Regulations	V1	Original
18/01/2021	Global International Technical Regulations	V3	Original
29/01/2021	WOMZA KZN Regional Regs	V2	Original
29/01/2021	WOMZA Gauteng Regional Regs	V1	Original
01/02/2021	Rand Kart Club Championship Sporting and Technical Regulations	V1	Original
05/02/2021	KSA Standard Karting Regulations	V1	Original
05/02/2021	SARMC Sporting Regulations	V2	Penalties Catalogue removed. Penalties catalogue can be found in the KSA Standard Karting Regulations.
16/02/2021	Bambino C50 Technical Regulations	V2	MUFFLER - image improved, size cut off on left side of image GENERAL - Clutch: The engine may not exceed 4 000 rpm before the kart starts to move forward.
16/02/2021	WOMZA Gauteng Regional Regs	V2	<p>5. REGULATIONS</p> <p>All qualifying races shall be held under the General Racing Rules and KSA Karting Regulations as well as the 2021 SARMC Sporting Regulations, these Standing Regulations and the Supplementary Regulations issued by the Promoters.</p> <p>WHAT IS NOT WRITTEN IS NOT PERMISSIBLE</p> <p>When in doubt – ask the appropriate official</p> <p>Changed to</p> <p>All qualifying races shall be held under the WOMZA General Racing Rules (only where applicable).</p> <p>2021 KSA Standard Karting Regulations</p> <p>2021 SARMC Sporting Regulations</p> <p>2021 Global International Technical Regulations</p> <p>2021 SARMC Supplementary Technical Regulations</p> <p>2021 SARMC Bambino Supplementary Technical Regulations</p> <p>2021 Bambino C50 Technical Regulations</p> <p>2021 FKR 125 Shifter Regulations</p> <p>These regulations as well as any bulletins issued by KSA.</p> <p>All these documents are available on www.kart.co.za. These are the only official documents to be referenced.</p>

03/03/2021	KSA Standard Karting Regulations	V2	<p>4.13. Note National Licenses will only be issued to competitors after competing in three race events. 5.4. Driving Penalties - Bump omitted now included. 5.9. Refuelling on the pre-race grid – exclusion from the race. 6.1. Stopped Race – Reference to point 3.3. corrected to point 3.4.</p> <p>Removed Part 2. will cover procedures on entering an event and procedures on a race day and the legal process. Part 2. Will follow shortly, until such time the WOMZA GRR's will be the reference document for protests, appeals and proceedings.</p> <p>Replaced with 7. PROTEST - added 8. PROTESTS NOT PERMITTED - added 9. PROTEST HEARING - added 10. TIME LIMITS FOR PROTEST - added 11. APPEALS - added 12. APPEAL HEARING - added</p>
03/03/2021	Global International Technical Regulations	V4	<p>1. Fuel filter “mandatory” – this item is now mandatory to be used at RMC events. 2. Weights of exhaust isolation matting (Maximum) 3. Restrictors Micro MAX and Mini MAX</p>
04/03/2021	SARMC Sporting Regulations	V3	<p>2. CALENDAR - WPMC SARMC Regional dates confirmed / EC SARMC Regional Round 1 date 10. ENGINE AND CLAIM SYSTEM Following points added 10.2.9. A competitor may only have his/her engine claimed once per season. 10.2.10. If a winner's engine is claimed and it happens to be someone whose engine has previously been claimed (as in 10.2.9 above) then the second placed competitors engine automatically becomes the „winner's claimed“ engine. Note point 10.2.4 above. 10.2.11. If the competitor submitting the successful buyout claim is the winner of the day then the second placed competitors engine automatically becomes the „winner's claimed“ engine. Note point 10.2.4 above.</p>

12/04/2021	SARMC Sporting Regulations	V4	<p>All references to Race Director changed to Event Director</p> <p>9. Officials</p> <p>Added - Clerk of the Course may apply penalty</p> <p>Added - A penalty issued by the Event Directors cannot be protested.</p> <p>Added - 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.</p> <p>10. Engine and Claim System</p> <p>10.2.4. Added - Payment in full must be made to the organisers.</p> <p>10.2.5. Changed - The Event Directors will notify you at the end of the last race if the winner's engine has already been claimed in which case you will buy the runner up's engine.</p> <p>10.2.6. Added - and pay that price plus 10% to the organizers.</p> <p>10.2.7. Added - by the organisers</p> <p>10.2.9. Added - and may not race the engine claimed again in the same season. This is to prevent competitors from coluding to buck the system.</p> <p>10.2.13. Added - Once the claimant has paid to the satisfaction of the Organisers the seller will be issued with a certificate from Ed Murray Racing CC against which a new engine (as per claim) as well as the payment of the 10% into their nominated bank account will be made.</p> <p>11. SPORTING AND TECHNICAL CHECKS</p> <p>h. Removed - stewards will publish the</p> <p>h. Added - TC and</p> <p>h. Changed - controlled to inspected</p> <p>h. Added - will be published</p> <p>h. Removed - and will place them at the disposal of other entrants on request</p> <p>k. Added - Only two engines may be used during an event and the engine and seal number of the one first raced must be completed on the scrutineering form. If a second engine is used this must be fitted under supervision of the Technical Consultant and the first engine left in Parc Fermé until the end of the event.</p> <p>l. Removed - and the stewards</p>
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12/04/2021	KSA Standard Karting Regulations	V3	<p>Added - 4.25 Parc Ferme</p> <ul style="list-style-type: none"> • 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. <p>5. Penalties</p> <p>5.3 Added 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.</p> <p>A defective nose cone will be photographed and penalized in the same way as an out of place nose cone.</p> <p>Added numbering to 5.4 Driving Penalties - 5.4.1 to 5.4.24</p> <p>5.11 Added - 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.</p> <p>6. Race Day</p> <p>6.6 Rolling Start - Added</p> <ul style="list-style-type: none"> • 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.
12/04/2021	Global International Technical Regulations	V4	Was published 03/03/2021 on www.kart.co.za erroneously as V3
12/04/2021	SARMC Supplementary Technical Regulations	V2	<p>4. Added - NB. Only black EVO 2015 onwards crankcases will be allowed in 2022 at SARMC events.</p> <p>10. Added- The use of a Rotax fuel filter is mandatory and may be fitted before or after the fuel pump.</p> <p>11. Added - The exhaust manifold on Micro and Mini Max engines is a restrictor and thus any escape of exhaust gas between the cylinder and the manifold will lead to exclusion from the race. No excuse for loose bolts, damaged gaskets, etc. will be entertained. A repeat offender will face a possible 3 event ban.</p>