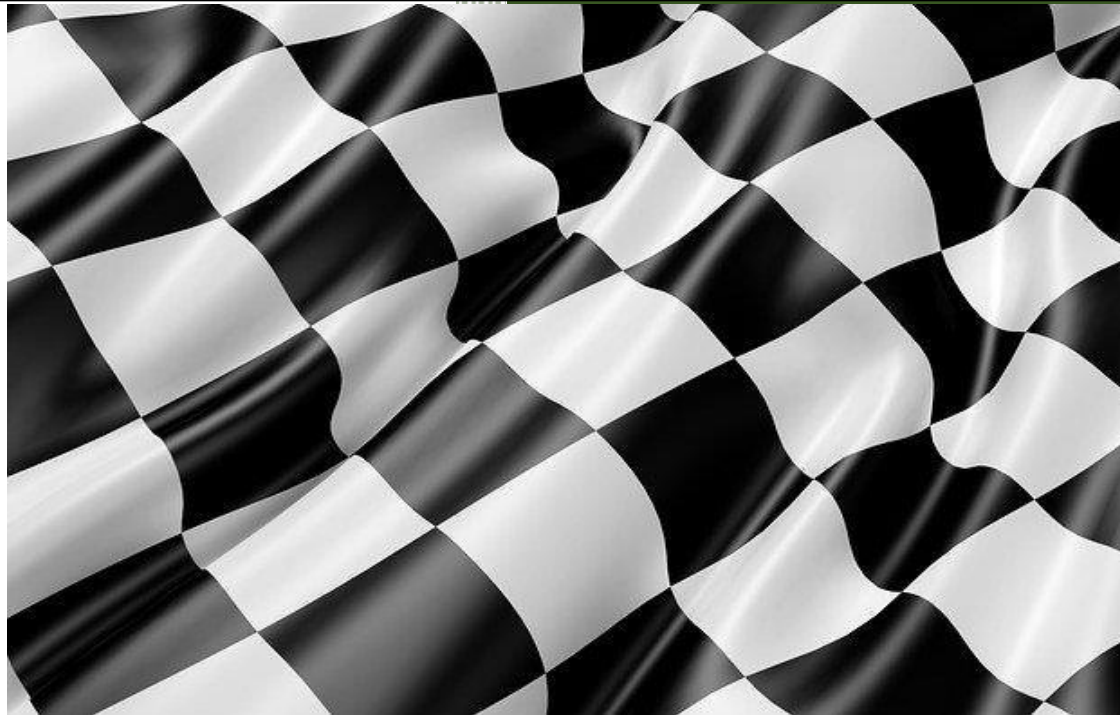


SUD AFRICA



MSA NATIONAL ROK CUP KARTING STANDING SUPPLEMENTARY REGULATIONS



VERSION 1
1 JAN 2025

REVIEW AND AMENDMENTS

Amendments and updates to the rules will be recorded in the Amendment Record, detailing the amendments, date applicable and a short summary of amendments.

AMENDMENT RECORD

<i>Modified SSR / ART</i>	<i>Date applicable</i>	<i>Date of Publication</i>	<i>Clarifications</i>

1. **SECTION A**

1.1 **THE ADMINISTRATION OF ROK KARTING IN SOUTH AFRICA**

1.1.1 Rok karting in South Africa is administered under:

1.1.1.1 the General Competition Rules ("**the GCRs**") of Motorsport South Africa ("**MSA**");

1.1.1.2 these Standing Supplementary Regulations ("**the SSRs**") for the Rok Cup in South Africa which collectively comprise (a) these National Rok Cup Sporting Regulations and (b) the National Rok Cup Technical Regulations and all schedules and/or annexures and/or appendices that are published thereunder;

1.1.1.3 any class specific regulations or other regulations and/or instructions which may from time to time be issued by MSA; and

1.1.1.4 the Supplementary Regulations ("**the SRs**") issued for each kart competition by the event organiser and/or the promoter.

1.1.2 Guidance may also be sought from the rules and regulations as published by FIA Karting ("**FIA Karting**") on any rule or issue or dispute at a Rok karting competition and a decision may be made with reference to the rules and regulations as published by FIA Karting **only** if the GCRs, the SSRs, any class specific regulations and/or the SRs do not deal with that particular rule or issue or dispute.

1.2 THE ORDER OF PREFERENCE OF THE ROK KARTING RULES

1.2.1 Only in circumstances where:

1.2.1.1 there is a contradiction between the GCRs and these SSRs shall these SSRs rank preferentially to the GCRs;

1.2.1.2 there is a contradiction between these SSRs and the pertinent class specific regulations shall those class specific regulations rank preferentially to the SSRs.

1.2.2 National, Regional and Club Rok karting events shall be run in accordance with the same rules as set out in clause 1.1.1 above. The regulations for Regional and Club Rok karting events (if they are published) may not conflict with these SSRs unless approval to the contrary has been provided by the MSA Karting Management Group ("**the KMG**") in writing and a circular is issued prior to the event in question, or the promotor has clearly indicated any rule adjustment or amendment in the SRs for the event.

1.3 CIRCUIT REQUIREMENTS AT ROK KARTING COMPETITIONS

1.3.1 Pits - The pits shall be fenced and protected as with other enclosures and shall have a firm surface. The entry to the pits from the circuit shall be immediately preceded by a chicane or a bend (or any other appropriate method approved by the Clerk of the Course) to reduce the speed of karts when entering the pits. The width of the pit lane after the chicane or bend shall be less than the width of two karts. The entrance to the pits from the circuit shall be controlled by officials.

1.3.2 Pre-race paddock - There shall be an area in which karts can be assembled prior to a race. The pre-race paddock must be able to accommodate at least 34 karts. A line is to be painted across the pit road at a reasonable distance after the exit from the pre-race paddock but before entry onto circuit to indicate the end of the pre-race paddock.

1.3.3 Weighing area - A covered, controlled area must be provided adjacent to the pit entrance for the weighing of karts. The entry lane leading to the weighing area, and the weighing area itself, must be controlled and access must be restricted to officials and relevant competitors only.

1.3.4 Parc fermé - Parc fermé shall be immediately adjacent to the weighing area or

connected to it in a manner capable of being controlled. Access to this area is restricted to relevant competitors, their authorised mechanics and to officials only.

- 1.3.5 Circuit Access - Access to all enclosures and to the circuit itself shall only be by means of controlled entrances. No person may access the circuit unless they are authorised to do so. The Clerk of the Course shall have the sole discretion to determine whether a person is authorised to access the circuit in the event of a dispute.
- 1.3.6 The 25-metre line - A yellow line of 100mm to 150mm width must be painted across the width of the circuit 25 (twenty-five) meters before the start line.
- 1.3.7 The 90-metre line - A red line of 100mm to 150mm wide must be painted across the width of the circuit not less than 90 (ninety) meters before the start line.
- 1.3.8 Starting Grid Lines - Two pairs of continuous white lines, marking lanes 2 (two) meters wide with an ideal minimum of 2 (two) meters separating the two lanes must be painted for a maximum distance of 90 metres prior to the start line and with due consideration to the limitations of the circuit.
- 1.3.9 The maximum number of starters at Rok karting events will be determined as follows, unless otherwise stated on the circuit licence:
- 1.3.9.1 Circuits up to 900 metres in length:
- Classes less than 99cc engine capacity - 30 starters; and
- Classes greater than 100cc engine capacity - 24 starters.
- 1.3.9.2 Circuits over 900 metres in length:
- All Classes - 34 starters.
- 1.3.10 The timekeeping, lap scoring, public address, briefing and secretarial areas must afford protection from the elements and must be suitable for their intended purpose.
- 1.3.11 Tyre Walls – The minimum height of tyre walls must be 800mm and those walls will be constructed (as far as is reasonably and practicably possible) in accordance with the same rules as published and applied by FIA Karting. The construction and positioning of tyre walls at kart racing circuits will be approved by MSA's circuit safety officer and/or circuit safety panel in consultation with the

circuit owner prior to the first event of any given year. Marshal posts are also to be protected with tyre barriers of a height of not less than 800mm and their positioning will also be considered and approved by MSA's circuit safety officer and/or safety panel in consultation with the circuit owner prior to the first event of any given year.

- 1.3.12 A push start line must be made available at all circuits. A clear demarcation will be made between this push start area and the circuit itself. No pit crew or mechanic will be allowed on to the circuit to start any kart that is unable to start within the push start area. Any kart not able to start may not be pushed past this line on to the circuit. The kart must be removed from the circuit by the circuit officials and/or marshals and taken back to the push start area for any further attempt to start (on the assumption that it is safe and/or appropriate to do so in the sole discretion of the Clerk of the Course).

1.4 MANDATORY EQUIPMENT AT ALL ROK KARTING EVENTS

- 1.4.1 The following signalling equipment for the Clerk of the Course or his/her designated flag issuing official is mandatory including:

1.4.1.1 Flags: Red flag, white flag, black flag with orange circle, black flag. Flag divided diagonally into black and white halves and a blue flag with a red diagonal cross.

1.4.1.2 A set of white non-reflective numbers with a recommended size of not less than 300mm high by 170mm wide with a 30mm stroke, which can be suitably mounted to be visible to competitors on the circuit. As an alternative, the numbers may be written clearly on a blackboard with white chalk or alternatively a white board and non-permanent black marker.

1.4.1.3 A public address system available to the Clerk of the Course and/or the Chief Paddock Marshal for communication with competitors (a hand-held megaphone is acceptable as a minimum).

1.4.2 Mandatory equipment for each flag marshal:

Flags as per Appendix "H" of the GCRs and, where applicable, clause 5.6 of these SSRs.

1.4.3 Mandatory equipment for the Starter:

- 1.4.3.1 Flags: MSA flag, black and white chequered flag, green flag with yellow chevron (to signify a false start, positioned with the marshals at turn 1, who will display this flag under the instruction of the Chief Marshal and/or Clerk of the Course), blue flag, and blue flag with a red diagonal cross (to signify to a competitor that he or she has been/is about to be lapped);
- 1.4.3.2 a lap display board to indicate to competitors the number of laps remaining in a race;
- 1.4.3.3 a starter's sheet, which is primarily under the control of the race secretary.
- 1.4.4 Mandatory equipment for the Chief Paddock Marshal:
- 1.4.4.1 A shrill whistle or hooter.
- 1.4.5 Generally:
- 1.4.5.1 If their use has been approved by MSA, lights may be substituted for the starting flag;
- 1.4.5.2 One blackboard and chalk or suitable means of writing and displaying notices;
- 1.4.5.3 A minimum of eight fire extinguishers with a combined capacity of at least 60kg, four of which must be in the pre-race paddock in an immediately visible position, the remaining four being strategically placed around the circuit. All fire extinguishers must bear satisfactory evidence that they are in working order and/or that they have been serviced within the previous 12 months. (Note: This clause shall apply to permanent kart circuits only. For street races and long-circuit races, the firefighting equipment is to be increased proportionately.)
- 1.4.5.4 Circuit cleaning equipment consisting of shovels, brooms, suitable cleaning agents for removal of oil (cement may be used provided it is brushed off the circuit after use).
- 1.4.6 First aid equipment the details of which are to be found in Appendix L to the GCRs (MSA Medical Code).
- 1.4.7 An official notice board: A Virtual Notice Board ("**VNB**") will be used (be it via either Telegram or WhatsApp). This will be communicated in the relevant SRs for the event.

- 1.4.8 A weighing scale: This is a scale, suitable for the weighing of karts and with a current certificate of accuracy as well as certified control weights totalling not less than 100kg, which may be used to adjust the scale. For national championship events the certificate of accuracy of the scale must be dated not less than 14 (fourteen) days prior to the commencement of the event. Note: Any discrepancies in measurements based on the 100kg test weights will be used to adjust the recorded weight of karts taking part in the event accordingly.

1.5 OFFICIALS AT ROK KARTING EVENTS

In addition to that which is contained in Part VII of the GCRs (i.e. GCRs 143 to 171) the following provisions shall apply in relation to Rok karting events:

- 1.5.1 any Clerk of the Course applying for an upgrade to an “A” grade licence for karting must be approved by the KMG;
- 1.5.2 the MSA Steward for National Championship karting events must hold, at the very least, a grade “C” Clerk of the Course licence valid for karting as well;
- 1.5.3 the Chief Course Marshall at a Rok karting event shall ensure that:
- 1.5.3.1 the correct number of marshals are deployed as per the minimum required according to the MSA circuit safety officer’s and/or MSA circuit safety panel’s recommendations;
 - 1.5.3.2 the circuit surface and markings and protective works, the placement of barriers and/or equipment are maintained in good order throughout the race meeting;
 - 1.5.3.3 the firefighting equipment is readily available and correctly situated and that his/her assistants and the paddock marshals are familiar with the operation thereof;
 - 1.5.3.4 any circuit-cleaning units are situated at suitable points;
 - 1.5.3.5 the removal from the circuit of any kart that may have stopped on or off the circuit is properly supervised and attended with no karts being placed on top of any tyre walls or barriers;
 - 1.5.3.6 all entrances to and exits from the circuit are manned and that no unauthorized persons are permitted to enter this area. Normally more than four assistants will be required and, if enclosures are not surrounded by

fencing, there must be additional course marshals stationed at strategic points between all enclosures and the circuit.

1.5.4 The Chief Paddock Marshall shall be responsible for:

1.5.4.1 maintaining orderly conduct in the paddock and/or pit area;

1.5.4.2 notifying competitors to assemble on the dummy grid prior to each heat or race and for checking the order in which those competitors are assembled;

1.5.4.3 ensuring that no competing kart goes onto the circuit after the commencement of qualifying unless it has been approved by the scrutineer(s);

1.5.4.4 demanding that any unauthorized person in the paddock and/or pit area exits that area; and

1.5.4.5 for notifying the Clerk of the Course and/or the Stewards of any refusal to comply with a reasonable instruction, request or demand issued by him/her.

1.5.5 **TEAM MANAGERS/OWNERS AT ROK KARTING EVENTS**

Team managers and/or owners will also be responsible for the conduct of all their team members and/or competitors and/or mechanics and/or assistants in their teams, both on and off the circuit.

1.6 **THE RIGHTS AND DUTIES OF PROMOTERS OR ORGANISERS AT ROK KARTING EVENTS**

In addition to GCRs 140 to 142 the following shall apply:

1.6.1 Amalgamation of classes under GCR 140(v) may take place in all events if there are less than 10 entries, subject to the following conditions:

1.6.1.1 KZ or similar 6-speed gearbox karts may never be amalgamated with any other non-gearbox class;

1.6.1.2 Cadet and Mini Rok classes may never be combined with each other or other classes under any circumstance;

1.6.1.3 Mini Rok (Under 10) and Mini Rok classes may be combined depending on the number of entries received and provided they are scored separately within their own respective classes.

- 1.6.1.4 OK-J and OK-N classes may be combined, provided they are scored separately within their own respective classes.
- 1.6.1.5 The amalgamation of classes does not “upgrade” any competitor to a higher class and does not serve to help meet the minimum number of starters for any specific class for the purpose of eligibility for championship points. When amalgamating classes, priority will be given to the MSA National classes irrespective of the number of competitors in the class.
- 1.6.1.6 “Padding” of a class under the guise of amalgamation is not permitted.
- 1.6.1.7 A class will be deemed to have achieved the required minimum number of starters, and all races run on the day will be scored accordingly, if the class achieved the required minimum number of **eligible starters** in at least one of the races on the day.
- 1.6.2 Regarding the changing of drivers/equipment, the organizers may permit a change of driver(s) or make of kart or make of engine (where permitted by the regulations) from that nominated in the entry form, provided that:
- 1.6.2.1 only a change of driver(s) **or** kart/engine is involved and not both; and
- 1.6.2.2 the request is made more than 30 minutes before qualifying practice or the first race (in the event of there being no qualifying practice); and
- 1.6.2.3 any such permission does not prevent the participation of a reserve entry;
- 1.6.2.4 a kart shall not be driven by more than one nominated driver during an event or series of heats or races forming one competition except in an endurance event or race where more than one driver is permitted in terms of the SRs for that specific event or race;
- 1.6.2.5 in the event of a competitor’s chassis being damaged beyond immediate repair as the result of any incident during official practice, qualifying or any race, the organisers may permit a change of chassis of any make for the following qualifying practice and/or races, provided the Clerk of the Course, in conjunction with the scrutineers and/or the technical consultant, is satisfied as to the non-repairability of the chassis in question and the circumstances in which it was damaged. Such irreparable damaged

chassis is to remain in the scrutineering area (or an area identified by the technical consultant) for the duration of the entire event.

- 1.6.3 Except where Pool Engines are utilised, competitors in all classes shall be limited to the use of no more than two engines during any event. These engines are to be nominated and identified at scrutineering with the engine serial and seal numbers recorded in the competitors scrutineering books. The same two (2) engines may not be nominated or used by any other competitor (i.e. the inter-use of engines between competitors is not permitted).
- 1.6.4 The organizers may specify fuel and/or provide fuel/oil and impose fuel control measures as provided for in the SRs.
- 1.6.5 Where a class already has National status from MSA it will automatically qualify for a lower status (i.e. Regional or Club status).
- 1.6.6 Where footage is required to be used by officials in the adjudication of any incident, a copy of the footage concerned must be retained by the competitor concerned and/or made available to those officials and/or MSA for future use.

2. **SECTION B**

INFRINGEMENTS AND PENALTIES AT ROK KARTING EVENTS

2.1 **TECHNICAL INFRINGEMENTS**

- 2.1.1 Notwithstanding anything stated to the contrary in MSA's GCRs (specifically GCR 176) any contravention of any technical regulation at Rok karting events will result in automatic exclusion from the relevant race (in circumstances where it can reasonably be assumed that the contravention applied to that specific race only) or from the entire event/race meeting (in all other cases).
- 2.1.2 The *onus* rests on the competitor to demonstrate to the relevant officials that the contravention of the technical regulation applied to the specific race only and not the entire event/races before that point.
- 2.1.3 Any component and or kart found not to comply with the technical regulations and specifications must be impounded by the relevant officials. It is at the sole discretion of the Clerk of Course in consultation with the technical consultant to decide whether to return any non-compliant part to the competitor.

2.1.4 Generally, the non-compliant component may only be returned to the competitor if the infringement is capable of being rectified (for example, but not exclusively, the rear track width of the kart was too wide) but only after the competitor has signed and confirmed (in writing) the existence of the technical infringement and this has been accepted by the Clerk of the Course. In these circumstances, and for the avoidance of any doubt, the Clerk of the Course will not be required to conduct a hearing with the competitor concerned as to the existence or not of the technical infringement but only a hearing as to whether the infringement applied to that specific race (in which it was identified) or the entire event or races prior to that for purposes of considering the appropriate penalty to be imposed on the competitor.

2.1.5 A competitor removing a part/kart from Parc fermé that is deemed to be the subject of a technical investigation or infringement by the technical consultant without having signed the documentation envisaged in clause 2.1.4 above will be automatically be excluded from the race concerned (if it is clear that the infringement was only in respect of the particular race) or from the entire race meeting (in all other instances). Any subsequent exclusion on this basis will be at the sole discretion of the Clerk of the Course in consultation with the technical consultant and the competitor concerned will have not right of protest or appeal in relation thereto.

2.1.6 In the event of any dispute concerning any technical item and/or component and/or part and/or issue that is not addressed in the relevant technical regulations or other applicable documents, the technical consultant shall be empowered (in accordance with GCR 167 read together with GCR 176) to make a determination as to whether or not any contravention exists and, if so, to recommend an appropriate penalty to be imposed by the Clerk of the Course.

2.2 **WEIGHT INFRINGEMENTS**

2.2.1 The *onus* rests on the competitor to ensure that he/she has checked his/her weight (together with the kart) on the weighing scale prior to the commencement of qualifying to ensure his/her weight (together with the kart) is correct. Whilst every endeavour will be made by the officials at the event to ensure the accuracy of the weighing scale, the “*scale of the day*” together with any discrepancies in relation thereto will be applied when measuring the weights of all competitors at events.

2.2.2 Competitors (with their karts as raced) which are found to be underweight after the conclusion of a race will be excluded from that race. The lap times set in the relevant race will also be disregarded for grid positioning in any subsequent race/heat. If the underweight occurs in qualifying all lap times set by that competitor in qualifying will be disregarded.

2.2.3 Any competitor that finishes a race/heat that does not record a weight will be excluded. Should a competitor be underweight, an admission of guilt form will be signed at the weighing scale with the scale marshal and a penalty will be imposed by the Clerk of the Course. The competitor does not have a right to protest or appeal an underweight penalty.

2.3 NOSE CONE INFRINGEMENTS

2.3.1 The black flag with the orange disc will **NOT** be shown to a driver if his nose cone is no longer in the correct position. If an official reports that the nose cone on one or more karts is/was no longer in the correct position when the kart exits the race circuit and enters the pit lane to the scale/weighing area after a race, in all situations a 5 second time penalty will be imposed automatically on the driver concerned. This penalty cannot be protested or appealed.

2.3.2 Should a driver be found to have tampered with/replaced/realigned or attempted to tamper with/replace/realign the nose cone which was not correctly positioned after the chequered flag has been displayed, the correct penalty will apply as per the penalty schedule below. For all events, competitors may not use repaired (e.g. plastic welding, duct tape, cable tied etc) nose cones.

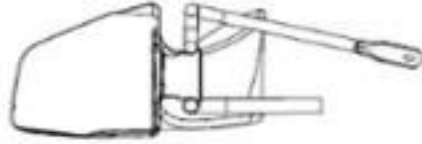
2.3.3 A defective nose cone may allow bumping to go unpunished. If the underside of the nose has worn through at the connection to the vertical front face of the nose cone or if any nose cone seam is split open, the nose cone is no longer legal may not be used. Damage like this renders the nose cone (and its clamping mechanism) ineffective for its intended purpose - which is to penalize offenders who bump into their fellow competitors. Repairs are forbidden and if no supplier has stock of any make of FIA Karting approved nose cone, a repair approved by the technical consultant is acceptable for that event only.

2.3.4 A technical drawing of the correct and incorrect positioning of the nose cone appears below:

DESSIN TECHNIQUE N° 2d

Installation correcte du «Carénage Avant»

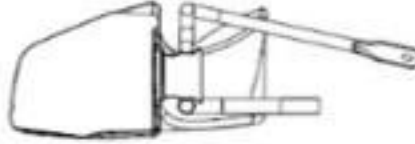
Position correcte / Correct position



TECHNICAL DRAWING No. 2d

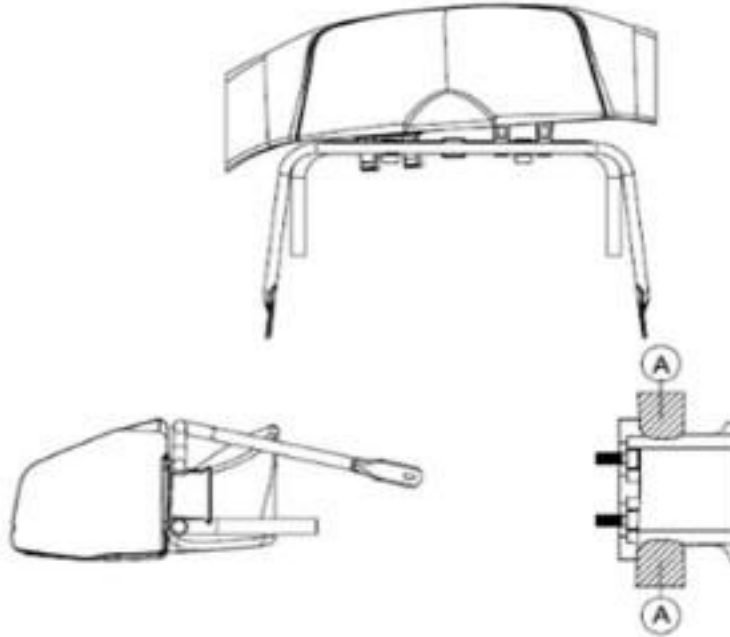
Correct installation of the "Front Fairing"

Position acceptable / Acceptable position



Position non acceptable si une quelconque partie des tubes du pont/becs avant se trouve dans les zones marquées (A).

Not acceptable position if any part of the tubes of the front bumper are in the marked areas (A).



2.3.5 Photographic evidence submitted **ONLY** by the Nose Cone official and/or any MSA official listed in the SRs of the event of the competitor's race number and nose cone dislodgement will be sent to the Clerk of Course and will be considered irrefutable evidence of a nose cone infringement justifying the imposition of a penalty on that competitor.

2.3.6 This penalty (5 seconds) will be automatically imposed on the competitor without the requirement for a hearing as envisaged in GCR 175. The Clerk of the Course may empower a deputy / assistant Clerk of the Course to issue nose cone penalties on his or her behalf. Notices pertaining to these infringements will be published on the VNB (Virtual Notice Board).

2.3.7 In the event of a total loss of the front nose cone during a race (or dislodgement thereof creating a safety issue) the competitor must pit within (2) laps to have the nose cone replaced and a failure to do so will result in an exclusion from the race.

2.4 **OTHER INFRINGEMENTS**

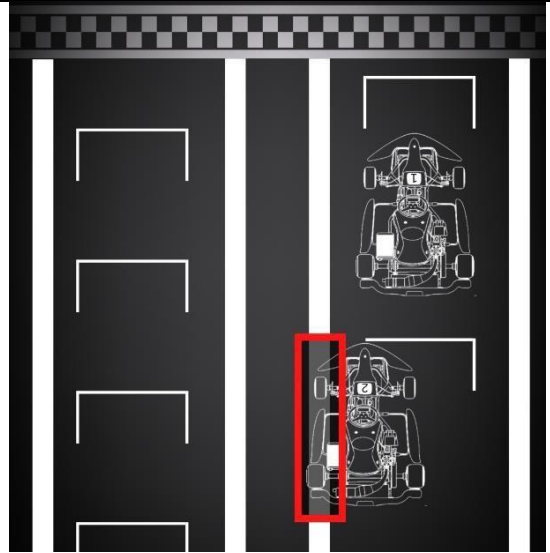
The list of infringements and penalties set out below is not intended to be an exhaustive list nor is it intended to address every conceivable situation which may arise in kart racing. It contains commonly known issues that are encountered in kart racing and the penalties that are generally associated therewith. The Clerk of the Course and the Stewards always retain the ultimate discretion to determine whether any other conduct (falling outside of the ambit of what is set out hereunder) should be penalised and what an appropriate penalty should be. This does not mean that the Clerk of the Course and the Stewards are obliged to act thereon and competitors are reminded that should they feel aggrieved by any action or inaction to exercise their rights in terms of the GCRs to either protest and/or appeal.

2.4.1 - FALSE START (Type A)

means Kart 2 leaves the marked corridor during the launch phase of the start with at least two tyres before the start has been released. Leaving the marked corridor means that the tyres of Kart 2 are completely on or outside the corridor line depicted in the picture displayed adjacent hereto.

PENALTY

3 seconds

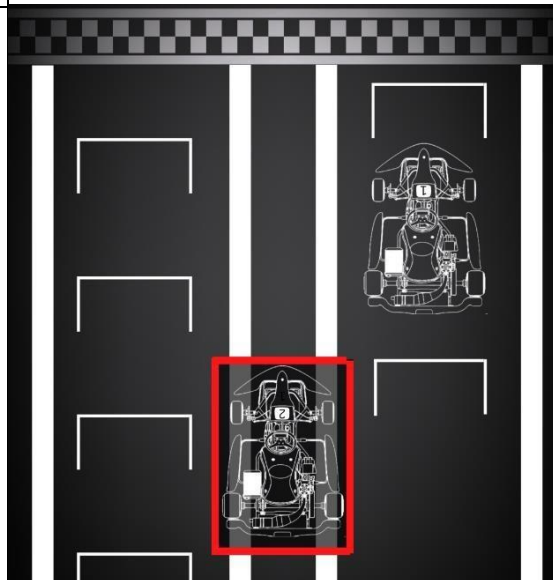


2.4.2 - FALSE START (Type B)

means Kart 2 leaves the marked corridor during launch phase of the start with at least four tyres before the start has been released. Leaving the marked corridor means that the tyres of Kart 2 are completely on or outside the corridor line depicted in the picture displayed adjacent hereto.

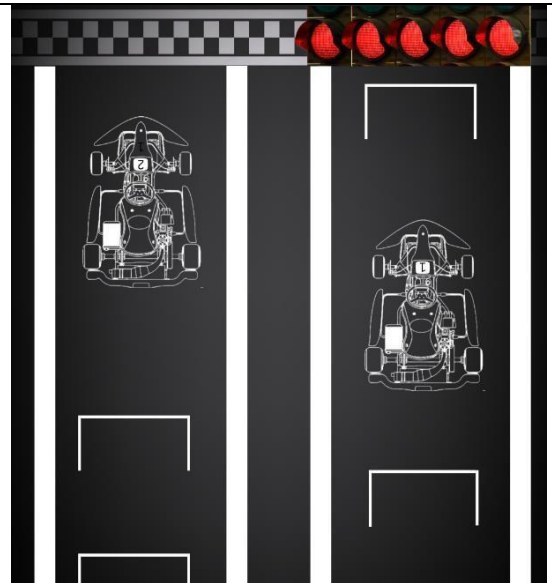
PENALTY

10 seconds



2.4.3 - JUMP-START means that Kart 2 accelerates during launch phase of the start leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards as depicted in the picture displayed adjacent hereto.

PENALTY
5 seconds

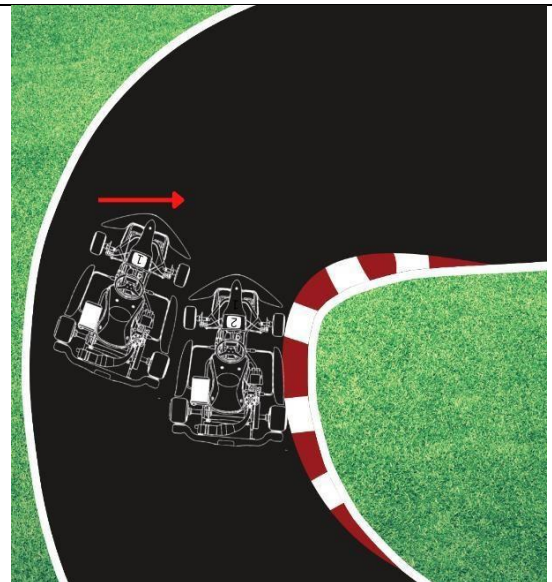


2.4.4 - CUT-IN means that Kart 1 constricts the drivable section of racing circuit towards the inside of a corner forcing Kart 2 to leave the drivable section either partially or completely. It is irrelevant if the karts have touched each other or not. A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to side pod) next to Kart 1 as is depicted in the picture displayed adjacent hereto.

Kart 1 will be deemed to have gained an advantage if:

- (a) Kart 2 suffers a position loss or retirement; and/or
- (b) Kart 2 suffers damage leading to a position loss or retirement within the same lap.

PENALTY
2 positions (No Advantage Gained)
5 positions (Advantage Gained)



2.4.5 - EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking manoeuvre) without possessing enough drivable section of racing circuit (including kerbs). It is irrelevant if Kart 2 is completely or partially next to Kart 1 or if Kart 2 is completely or partially off the track as is depicted in the picture displayed adjacent hereto.

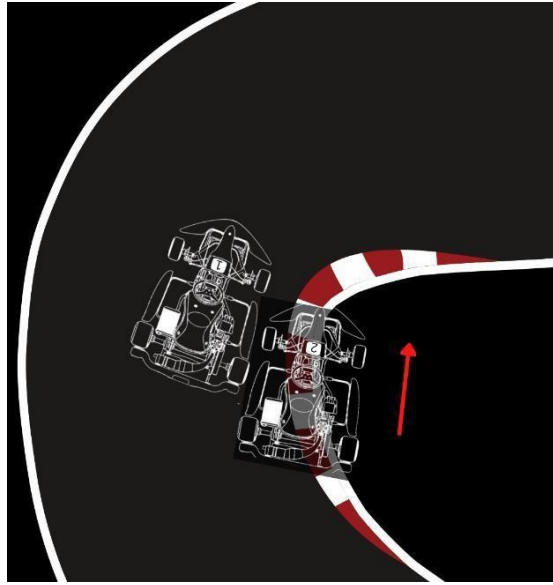
Kart 2 will be deemed to have gained an advantage if:

- (a) Kart 2 wins a position; and/or
- (b) Kart 1 suffers a position loss or drop-out; and/or
- (c) Kart 1 suffers damage leading to a position loss or retirement within the same lap.

PENALTY

2 positions (No Advantage Gained)

5 positions (Advantage Gained)



2.4.6 - PUSH-OUT means Kart 1 constricts the drivable section of racing circuit towards the outside forcing Kart 2 to leave the drivable section of racing circuit either partially or completely as depicted in the picture displayed adjacent hereto.

It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 must be at least 1/3 (front tyres next to side pod) next to Kart 1.

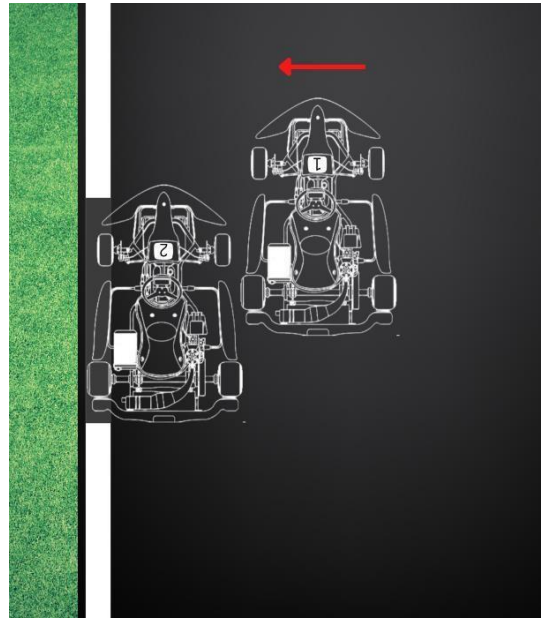
Kart 1 will be deemed to have gained an advantage if:

- (a) Kart 1 wins a position;
and/or
- (b) Kart 2 suffers a position loss or retirement; and/or
- (c) Kart 2 suffers damage leading to a position loss or retirement on the same lap.

PENALTY

2 positions (No Advantage Gained)

5 positions (Advantage Gained)



2.4.7 - BUMP means that the front of Kart 2 touches the rear of Kart 1 as depicted in the picture displayed adjacent hereto.

Neither the reason for nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage and not the impact itself.

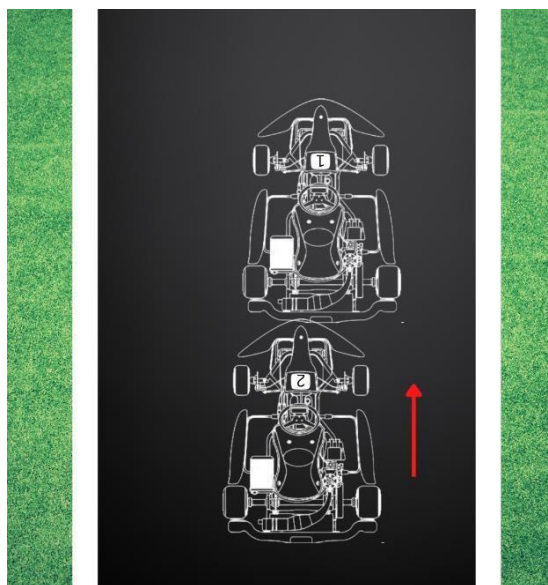
Kart 2 will be deemed to have gained an advantage if:

- (a) Kart 2 wins a position and the previous order cannot be restored within the same lap; and/or
- (b) Kart 1 suffers a position loss or retirement; and/or
- (c) Kart 1 suffers a damage leading to a position loss or retirement within the same lap.

PENALTY

Warning (No Advantage Gained) Black / White flag for Unsportsmanlike behaviour

5 positions (Advantage Gained)



2.4.8 - SHORT-CUT means that Kart 2 leaves the race circuit completely and returns to the circuit at a different section as is depicted in the picture adjacent hereto.

It is irrelevant why Kart 2 left the circuit.

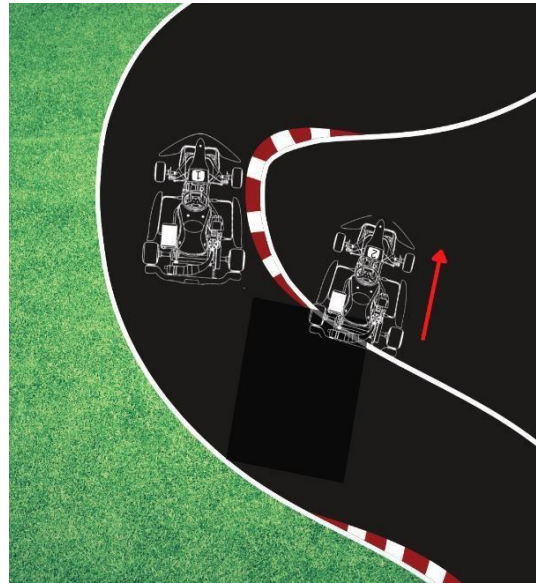
Kart 2 will be deemed to have gained an advantage if:

- (a) Kart 2 wins a position or gains time which cannot be given back within the same lap; and/or
- (b) Kart 1 or any other kart is handicapped by the return of Kart 2; and/or
- (c) Kart 1 or any other kart suffers a position loss or retirement on the same lap by the return of Kart 2.

PENALTY

**Warning (No Advantage Gained)
Black / White flag for Unsportsmanlike behaviour**

5 positions (Advantage Gained)



2.4.9 - ZIG-ZAG means that Kart 1 changes direction more than two times on a straight section of the circuit 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 Kart 1.

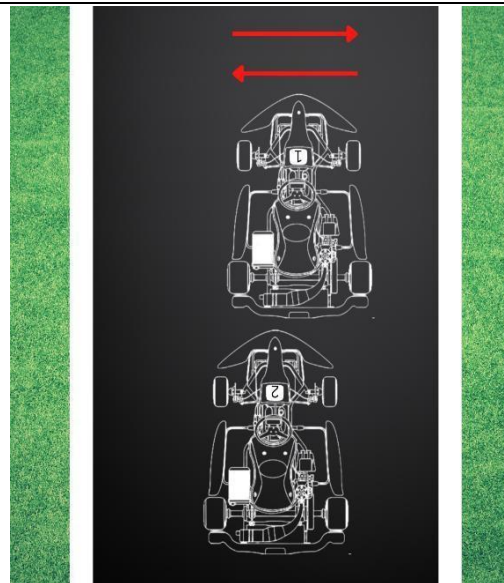
Kart 1 will be deemed to have gained an advantage if:

- (a) Kart 1 acts this way more than once during a race.

PENALTY

**Warning (No Advantage Gained)
Black / White flag for Unsportsmanlike behaviour**

5 positions (Advantage Gained)



2.4.10 - TECHNICAL NON-COMPLIANCE arises if the Kart is not technically compliant in all respects. It is irrelevant if the technical infringement arises before, during or after the race. It is also irrelevant if the technical non-compliance would have led to an advantage or not. The only relevant time is the technical condition of the Kart at the time of its examination.

Typical (but non-exclusive) examples of technical non-compliance are:

- (a) Underweight;
- (b) Wrong setup (i.e. contrary to class technical regulations such as track width or wrong tyres);
- (c) Wrong fuel, oil;
- (d) Modified kart components (i.e. not as described or depicted in the engine or chassis homologation documents)

PENALTY

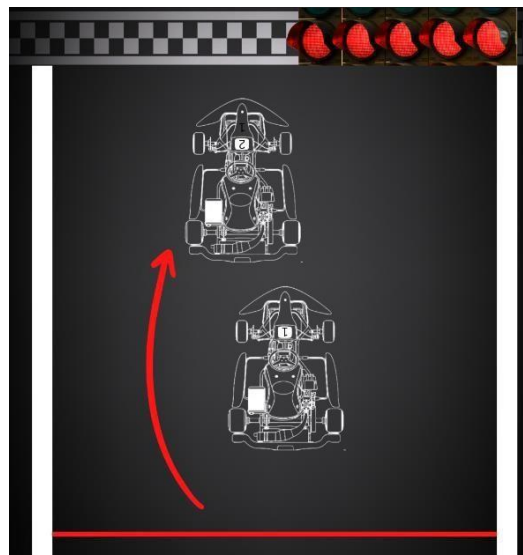
Exclusion



2.4.11 - FORMATION FAULT means that Kart 2 improves its starting position during the formation lap after having crossed the 90-metre red line and before the start has been released) as is depicted in the picture adjacent hereto.

PENALTY

5 second penalty



2.4.12 - FLAG DISREGARD means that the driver of any kart does not carry out the flag instructions given by either the track personnel or Clerk of the Course.

It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.

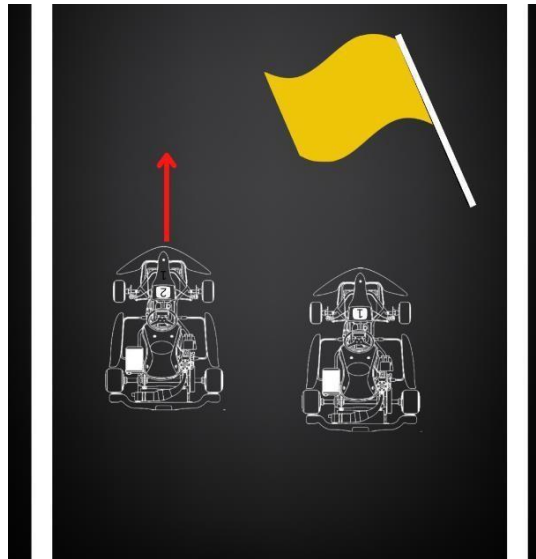
Typical (but not exclusive) examples of a flag disregard are:

- (a) Overtaking under yellow flag (as is depicted in the picture adjacent hereto).
- (b) Continuing the race after receipt of a black/orange flag. etc.

PENALTY

5 second penalty

NOTE: This applies to all flags



2.4.13 - ADDITIONAL PENALTY SCHEDULE

DESCRIPTION	PENALTY
i) Driving recklessly or in a manner incompatible with general safety	At the discretion of the Clerk of the Course and/or the Stewards - 10 seconds and/or race and/or race meeting exclusion
ii) Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
iii) Abusive Language, Behaviour or Assault	See GCR 172
iv) Failure to attend Drivers' Briefing	Fine of R 1 500

v)	Failure to obey the instruction of an official at the event	Race and/or race meeting exclusion
vi)	Technical Non-Compliance	Race and/or race meeting exclusion
vii)	Underweight	Race exclusion or times in qualifying deleted
viii)	Failure to report to scrutineering and/or to scrutineer a kart	Race Meeting exclusion
ix)	Incorrectly positioned Nose Cone - Qualifying practice	Deletion of fastest time
x)	Incorrectly positioned Nose Cone – during race	5 second penalty
xi)	Tampering with or reattaching, or attempting to tamper with or reattach the Nose Cone during or after a timed qualifying session or race	Race exclusion with report to MSA for further action

2.5 POST RACE SCRUTINY

2.5.1 At any time during or after a karting event, the Clerk of the Course may direct that karts shall be placed in possession of the promoters/organisers for examination by the scrutineers and/or the technical consultants to determine if they comply with the applicable regulations.

2.5.2 Any kart failing to comply therewith shall be dealt with in accordance with the GCRs and these regulations. A refusal by a competitor to submit a kart for scrutiny or examination by the technical consultants (as directed) shall result in the automatic exclusion of the competitor concerned from the entire event and the risk of further disciplinary action being taken by MSA.

2.5.3 Any part found not to comply with the regulations, and which is incapable of being brought back into specification in a permissible manner, will be confiscated by the organiser/promoter to prevent its continued use in competition. The promoter/organiser shall not be obliged to compensate the competitor concerned and the *onus* shall rest on the competitor concerned to demonstrate that the part in question can be brought back into specification in a permissible manner.

3. **SECTION C**

COMPETITORS AND ENTRANTS

3.1 **REQUIREMENTS**

The following regulations are in addition to what is already contained in the GCRs.

- 3.1.1 The provisions of GCR 22 notwithstanding, in karting should the parents or court appointed legal guardians not be in a position to act as the entrant for their minor child, they shall be entitled to nominate another parent/legal guardian whose minor child is taking part in the same event/s or, alternatively, an adult competitor taking part in the same event, to act as his/her/their minor child's entrant by proxy.
- 3.1.2 Any such proxy nomination (for it to be valid) must be submitted in writing to the race secretary for the relevant event/s prior to the commencement of competition and must be:
- 3.1.2.1 signed by the parents/legal guardians appointing that proxy together with the reasons for that proxy nomination;
- 3.1.2.2 signed by the proxy appointed by those parents/legal guardians confirming his/her acceptance of the nomination;
- 3.1.2.3 approved by the promotor and/or organiser and MSA.
- 3.1.3 The Stewards and/or the Clerk of the Course and/or the promotor and/or organiser and/or MSA shall be entitled to investigate the reasons why the parents/legal guardians are not in a position to act as the entrant for his/her/their minor child. The Stewards and/or the Clerk of the Course and/or the promotor and/or organiser and/or MSA shall in their sole and absolute discretion be entitled to accept and/or reject the appointment of the third party nominated to act for a minor child.
- 3.1.4 It is the entrant's responsibility to ensure that all persons connected with his or her entry observe all the provisions of the GCRs, these SSRs and all other regulations and/or sporting codes applicable at an event.
- 3.1.5 Any person having charge of an entered kart during any part of an event is responsible jointly and severally together with the entrant for ensuring that the

GCRs, these SSRs and all other regulations and/or sporting codes applicable at an event are observed.

3.1.6 Entrants must ensure that their karts comply with technical and safety requirements throughout the event. The presentation of a kart for scrutineering and/or entering the circuit for any official session shall be deemed a declaration of conformity by the entrant, and any kart found not to comply with the sporting or technical regulations may be black flagged at the sole discretion of the Clerk of the Course.

3.1.7 Entrants, drivers, assistants and mechanics must always wear the appropriate identification credentials which have either been provided to them or which associate them with a particular competitor or team of competitors.

3.2 CONDUCT

3.2.1 All persons at karting events shall conduct themselves in an orderly manner. Any disorderly or improper conduct or any failure to obey an official, an official instruction or any breach of these regulations by entrants, drivers, or their assistants, shall make the entrant concerned (and, if applicable, the drivers) liable to a penalty and/or fine and/or sanction under the GCRs.

3.2.2 All participants must observe the rules and respect race officials and their decisions.

3.2.3 All participants must respect the rights, dignity, and value of their fellow participants regardless of gender, ability, physical appearance, cultural background, or religion.

3.2.4 All participants must always encourage and take responsibility for their actions.

3.2.5 All participants must ensure their equipment is safe and raceworthy prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) is to be used by the driver according to the regulations.

3.2.6 It is the participant's responsibility to identify and measure his/her own skill level against his/her fellow competitors and take responsibility for the risks associated with training, testing and or racing.

- 3.2.7 It is the participant's responsibility to declare, prior to any participation in training, testing, or racing, any medical condition or medication required that may be relevant in the event of an emergency.
- 3.2.8 All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or issues that may arise during an event must be addressed in a respectful manner, to the correct person (an official) at the event or through the appropriate channels (MSA) thereafter.
- 3.2.9 The safety of children within the sport is a priority. Knowledge of the code of ethics surrounding the protection of children in sports is promoted and encouraged. It is the participant's own responsibility to ensure the safety of children at training, testing, or racing events.
- 3.2.10 When taking part in any event, it is the responsibility of the driver and/or his or her entrant to take the time to read and fully understand the rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for any clarification of these rules, regulations, or conditions, should be tabled at the drivers' briefing held before each event.
- 3.2.11 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.
- 3.2.12 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 by MSA.
- 3.2.13 Any abusive comments on any forms of social media (i.e. Facebook, Twitter, Instagram etc.) between teams, competitors, officials and organizers will constitute a breach of the GCRs and will result in appropriate penalties being imposed.

4. **SECTION D**

LICENCES AND AGE LIMITS

4.1 **GENERAL**

4.1.1 New karting competitors and licence holders are recommended to wear a prominent cross on the back of their helmets for three events in a colour contrasting with that of the helmet to warn other competitors of their “new” status.

4.1.2 It is recommended that new competitors first participate in three club or regional status events prior to entering a national status event.

4.2 TYPES OF MSA KARTING LICENCES

4.2.1 Club licence – Valid for club events only.

4.2.2 Regional licence - Valid for all Regional and Club events.

4.2.3 National licence - Valid for all National, Regional and Club events.

4.2.4 International Licence - Issued by MSA as per the FIA Karting regulations. The requirements to obtain an international licence can be found at <http://www.fiakarting.com>. Any South African karting competitor that intends to obtain an international licence to participate in an international karting event will require an international licence from FIA Karting and start permission from MSA. The promotor and/or organiser of the Rok karting series is not responsible for the issuing of these licences and/or the enforcement of any requirements needed to obtain an international licence and competitors are encouraged to engage with directly with MSA in obtaining these licences.

4.2.5 To be issued with an MSA licence competitors must be able to provide proof of current membership of an MSA affiliated karting club.

4.3 AGE LIMITS AND SPECIFIC CLASSES

4.3.1 Tillotson Cadet – National Championship Status Class

Open to all drivers from the year of their 5th birthday to 31 December of the year in which their 8th birthday occurs.

4.3.2 Mini Rok Under 10 - National Championship Status Class

Open to all drivers from the year of their 7th birthday up to 31 December of the year in which they turn 10. Drivers with national and international experience, including those below the standard Mini Rok under 10 age limit, will be

considered for the Mini Rok class, subject to the written approval of Rok Cup South Africa.

4.3.3 Mini Rok – National Championship Status Class

Open to all drivers from the year of their 9th birthday to 31 December of the year in which their 13th birthday occurs.

4.3.4 OKJ – National Championship Status Class

Open to all drivers from the year of their 11th birthday to 31 December of the year in which their 14th birthday occurs.

4.3.5 OK-N – National Championship Status Class

Open to all drivers from the year of their 14th birthday.

4.3.6 KZ2 – National Championship Status Class

Open to all drivers from the year of their 15th birthday until the year of their 30th birthday.

5. **SECTION E**

SAFETY AND GENERAL MATTERS

5.1 **SAFETY CLOTHING**

5.1.1 Drivers shall wear, both during official and unofficial practice and during all racing, a properly positioned and secured crash helmet, with splinter proof visor in position. In addition, gloves that cover the hands completely, and a protective one-piece race suit must be worn. Boots and socks must be worn which are adequate to cover and protect the ankles. For all competitors younger than 13 years of age, suitable neck braces and chest guards are recommended.

5.1.2 For National Championship events:

5.1.2.1 the use of a chest guard is compulsory (an FIA Karting approved chest guard is highly recommended); and

5.1.2.2 the use of a neck brace is recommended.

5.1.3 Karting Suits must have a CIK homologation number or an MSA approval.

5.1.4 All drivers must wear a helmet with efficient and unbreakable protection for the eyes. All helmets must comply with the DOT, SNELL, ECE or CMR specifications approved for the following categories of motorsport, Cars, Motorcycle and Karts. All helmets must have chin protection (i.e. a full-face helmet). Drivers of the age 15 and younger must use CMR specification helmets.

NOTE: The use of helmets 10 years after their date of manufacture is not permitted. All labels and markings indicating specifications and date of manufacture must be clearly visible. Event officials may request a competitor to provide proof that the helmet does comply with requirements as set out in this regulation.

5.1.5 Drivers must always secure all loose straps or flaps around the helmet base and neck area, including neck brace and overall straps. If doubt exists with officials as to whether a helmet strap is fastened correctly by the competitor, then the competitor will receive a black & orange flag. Once the competitor has secured the helmet and/or loose straps (or demonstrated that they are secured) then he/she will be allowed to return to the circuit.

5.2 DRIVERS BRIEFING

5.2.1 If it is stated in the SRs that a drivers' briefing is to be held prior to the commencement of racing, it is compulsory for all competitors to attend. A competitor's failure to attend drivers' briefing and not properly excusing themselves may result in a fine of R1,500.00 being imposed.

5.3 ENTERING THE PITS

5.3.1 It is compulsory for all drivers to stop and cut their engines at the entrance to the paddock areas. Failure to observe this rule may result in a fine of R750.00 being imposed.

5.3.2 During both practice (unofficial and official) and racing, drivers intending to leave the race circuit to enter the paddock or pits must indicate their intention to do so by raising one arm. They must leave the track on the side that will give them an uninterrupted path into the pits or paddock entrance without crossing the path of a following kart that is not entering the pits.

5.4 DESIGNATED REVVING AREA

5.4.1 To avoid excessive noise and exhaust emissions, revving the engine in the pits, access roads, Park fermé or pre-race grid is not allowed (except a short function test of 5 seconds maximum).

5.4.2 Competitors are advised that organizers and officials will now strictly enforce this regulation and to accommodate those wishing to “REV” or warm up their engines the following shall apply:

5.4.2.1 Each circuit will have a defined “REVVING” area and this will be the only place where tests of longer than 5 (five) seconds are permitted. This area will generally be in the vicinity of the pre-race area of the circuit.

5.4.2.2 A fine of R500.00 for a first offence will be imposed for any breach of these regulations. Any subsequent transgressions will be penalised at the discretion of the Clerk of the Course.

5.5 FIRE EXTINGUISHERS

Each competitor shall be required to present a dry powder fire extinguisher at pre-race scrutiny. The extinguisher must be of at least 1,5kg capacity and be marked in a permanent fashion with the competitor’s name and competition number. It must bear evidence of having been serviced within the previous 12 months.

5.6 FLAGS

5.6.1 Flag signals will be per Appendix H to the GCRs and in addition:

5.6.1.1 A green flag with yellow chevron will be used to signal a false start. This flag will be situated at the marshal post at turn 1 after the start. It will be waved at the instruction of the Chief Marshal.

5.6.1.2 A green flag may also be used, if necessary, to signal the start of warm up laps, or the start of practice sessions by order of the Clerk of the Course. It is not obligatory that this flag will be displayed after showing the yellow flag to indicate the track is clear of any dangerous situation, provided the supplementary regulations state that the green flag will not be displayed in such situations.

- 5.6.1.3 A blue flag with red diagonal crosses used in conjunction with a signal board displaying a competitor's race number, will signify that the competitor must stop as he/she has been lapped or is about to be lapped.

5.7 TIMEKEEPING AND TRANSPONDERS

- 5.7.1 Only timing systems approved by the KMG may be used for all Rok karting events.
- 5.7.2 Competitors at National and Regional kart racing events need to supply their own transponders (whether purchased or rented). Transponders will not be supplied by the organisers. Competitors **MUST** ensure their own transponders are properly charged and fitted by the 3rd practice session of a National event. Timekeepers are not responsible for unrecorded times, particularly due to low battery transponders.

5.8 KARTS - GENERAL

- 5.8.1 The Scrutineers and the Technical Consultant at an event must be satisfied that a kart is suitable for racing, considering all details of design and construction. In addition, it must be evident, both from a static examination and from its behaviour on the track, that a kart will present no hazard to the driver or to other competitors or to spectators. Checks may be carried out at any time to ensure that only permitted and homologated chassis are being raced.
- 5.8.2 All karts are to be raced as they have been homologated. No modifications may be made to the kart chassis or components thereof which are not reflected in the homologation documents for that kart.
- 5.8.3 In the event of any issue arising that is not contained in the published homologation documents, then the general chassis specifications as they appear on the FIA Karting website will apply.
- 5.8.4 This is applicable to **ALL** kart chassis including those 750mm to 950mm chassis homologated by the Italian ASN (ACI), FIA Karting or by MSA itself.
- 5.8.5 Only homologated chassis as published by MSA under Motorsport South Africa Appendix 1 Chassis Homologation List may be used at Rok karting events.

5.9 **ADDITIONAL REQUIREMENTS FOR KARTS COMPETING OTHER THAN AT KART TRACKS**

5.9.1 MSA may permit karts to compete on a course used for other types of racing and speed events having different rules and regulations. In such a case the Scrutineers shall be satisfied that in addition to complying with MSA kart specifications above, and further requirements hereafter, the design and construction of the karts and their accessories are suitable for the event particularly in respect of strength.

5.9.2 When competing in such conditions, karts shall be exempted from complying with MSA vehicle regulations for cars, provided the MSA Scrutineer is satisfied with the soundness of the general construction of the karts. Stub axles and steering components shall be of adequate strength and proper design.

5.9.3 Karts shall be fitted with adequate brakes on at least both rear wheels. Tyres of an industrial type shall not be used. In addition, the handling and steering characteristics of all karts shall be such, in relation to the course, that no hazard is created.

5.10 **RACING NUMBERS**

5.10.1 Each kart shall be identified prior to scrutineering by opaque flexible plastic number plates affixed to the kart itself and facing front and to the rear.

5.10.2 Front bibs and rear bumper number sizes:

5.10.2.1 Classes less than 99cc engine capacity - 10cm (100mm) minimum

5.10.2.2 Classes greater than 100cc engine capacity - 14cm (140mm) minimum

5.10.3 All classes:

5.10.3.1 Black numbers displayed on yellow backing only will be allowed.

5.10.3.2 The numbers must be standard font "ARIAL" and in an unbroken colour without borders, edging or shadow. For TV coverage, marketing and timekeeping purposes, all race numbers must be bold upright (no italics) ARIAL font. Script type numbers are not permitted. No neon-coloured numbers and/or neon backgrounds are permitted.

5.10.4 Competition numbers must be present and legible on the side pods in the same upright bold fonts as above. The number backing for these side pod numbers can be either the standard yellow or the class colour. No other colours are permitted. For TV & marketing, the recommended size for these side numbers is 80mm.

5.10.5 Numbers 1 to10

5.10.5.1 The first ten racing numbers in each class (e.g.: 1 to 10) will be reserved for the top ten finishers in the previous year's South African National Championship for the class. All racing numbers shall be allocated by and be obtained from MSA on a first come first served basis. Consideration will be given to competitors who actively used the number in the previous season. Numbers not reserved by the first national race of the season will automatically be released. Numbers will not be reserved for non-MSA licence holders. All foreign competitors entering MSA sanctioned events must ensure the number is available on an event to event basis. Should a competitor move up a class the number he/she had the previous year will not always be guaranteed for use in the new class.

6. **SECTION E**

RACING FORMAT

6.1 **PRACTICING**

6.1.1 On each day of an event, before racing commences, a definite period or periods shall be allotted for practicing.

6.1.2 For club and regional championship events, the minimum free practice time shall be one 5-minute session, for each class. All regulations and requirements applicable to racing except for the starting procedure, shall apply to practice. Should an event be run over two days, free practice on the second day may be substituted by qualifying.

6.1.3 Each driver shall complete at least three laps continuous running in practice at each meeting before taking part in a race. The Clerk of the Course can waive this requirement for an experienced driver

6.1.4 Classes shall generally practice separately but classes of similar performance may be grouped together where deemed necessary and subject to what is recorded in these SSRs. The proviso in this regard is that the number of karts shall not exceed the maximum permitted for the track.

6.1.5 Shifter classes will be allowed practice starts at the end of official practice. Competitors will slowly make their way around the track and onto the grid after the chequered flag, where they will be permitted to do one practice start and will set off one at a time. No additional practice starts will be permitted and competitors may not practice starts anywhere else on the circuit. Competitors may receive a penalty for contravening this rule.

6.2 REGULATIONS APPLICABLE TO ALL ROK KARTING COMPETITIONS

6.2.1 In the interest of safety, before a kart proceeds onto the track for timed laps or races, a check shall be made that it has been passed by the Scrutineers.

6.2.2 Only the officially nominated driver shall drive a kart on the track during pre-race practice and racing, except with the specific permission of the Clerk of the Course.

6.2.3 Methods for starting shall be:

6.2.3.1 A rolling start for non-gearbox classes, except for Cadet Class, where a standing start is an option.

6.2.3.2 A standing start, with engines running, for gearbox classes. Organizers may use a rolling start provided this is clearly laid down in the SRs for the event. **Note: A 'Le Mans' type start is prohibited.**

6.2.4 The Organisers reserve the right to start the Cadet class under 'Pace Kart' conditions where a Pace Kart will be utilised for this purpose. This must be recorded in the event SRs.

6.2.5 For all classes, the karts will be assembled in 2 parallel rows.

6.2.6 The order in which the karts shall be started will be determined by:

6.2.6.1 Ballot; or

- 6.2.6.2 Qualifying, which shall consist of either a 10-minute practice session where each lap is timed for every driver or, alternatively, two timed laps preceded by a warm-up lap for each driver, i.e. 1 warm up and two flying laps. The time of each driver's best lap will count for grid position, the second-best lap time being used to separate any possible ties.
- 6.2.7 The fastest time set in a preceding heat may determine the grid for the subsequent races
- 6.2.8 Any driver found to have deliberately jeopardized another driver's lap time will be penalized accordingly.
- 6.2.9 Qualifying and starting grids may be defined in the individual class-specific regulations.
- 6.2.10 In respect of the 10-minute timed session, drivers who stop or spin off and cannot restart themselves and who, at that stage have not recorded three timed laps may apply for extra timed laps – approval of which shall be at the Clerk of the Course's sole discretion. Note: Where qualifying is based on the "10minute session" method, a re-run granted will only consist of one warm-up and two-timed laps
- 6.2.11 Karts to be used for a re-run must remain in Parc fermé between runs under the supervision of a scrutineer, i.e. no work may be carried out between runs.
- 6.2.12 The method of determining grids must be published in the relevant championship regulations and/or event SRs.
- 6.2.13 Each kart will be allocated a starting position on the pre-race grid. The places of non- starters will be left empty, the other competitors retaining their allocated positions.
- 6.2.14 Protests regarding start positions must be lodged in accordance with the GCRs.
- 6.2.15 Pole position will be on the side of the track corresponding to the inside of the first corner after the start.

6.3 ROLLING STARTS

- 6.3.1 On display of the green flag indicating that karts are under starter's orders, the karts will leave the pre-race paddock and proceed in two parallel rows in grid

order directly to the 90-metre line or complete a lap or part thereof as instructed by the Clerk of the Course depending upon the nature of the circuit or the size of the field.

- 6.3.2 No further karts will be allowed out of the pre-race paddock onto the circuit once the start signal has been given and the race has begun.
- 6.3.3 It is the duty of the pole position driver and the second position driver to ensure that the rest of the field is sufficiently “bunched up” prior to reaching the 90-metre line.
- 6.3.4 A steady speed point must be indicated by a red line and/or markers on either side of the track at a suitable point (within the ambits of the circuit). But not less than 90 meters before the start line, and when the pole position driver reaches this point he must set and maintain a reasonable and constant speed slow enough to allow the field to remained “bunched up” and the driver in number 2 position must at this stage without delay position himself level with the pole driver with the rest of the field in their allocated positions behind the two leading drivers in two parallel lines.
- 6.3.5 A driver, who is unable to take up his correct grid position prior reaching the 90-meter line, must either take up position at the rear of the field or remain in the position in which he or she is at that time.
- 6.3.6 The second position driver must maintain a position level or slightly behind the pole driver as they approach the start line. At any point between the 25-meter line and the start line, when the two leading karts are level, or the pole man is slightly ahead and the majority of the field (generally the first 10 karts) is in position, well bunched up and in two parallel lines, the starter may give the starting signal. Until the signal to start is given the entire field will remain in grid order one behind the other and it is forbidden to move either to the left or the right or to leave more than one kart length behind the kart in front.
- 6.3.7 Should the Starter or the Clerk of the Course not be satisfied with the disposition of the field as the leading karts approach the start line, it may be indicated that the field must complete another warmup lap, or a false start may be notified to the drivers by means of showing the false start flag (green with yellow chevron).

- 6.3.8 Drivers will then proceed around the circuit and repeat the starting procedure again.
- 6.3.9 Should the start signal have been given and the race has in fact begun, then any competitor committing a starting offence may be notified thereof and penalised after the race.
- 6.3.10 The onus is on each competitor to ensure that he/she complies with the starting procedure.
- 6.3.11 In the event of the pole driver not being able to take up his correct position during the start procedure, then the number 2 driver will be responsible assuming the role of the pole driver and setting the pace from the red 90-meter line (the steady speed point line). If either of the front row grid positions are vacant as the field approaches the start line, then the starter may start the race based on the position of the remaining front row kart(s) alone. Those drivers will assume the role of ensuring the correct start procedure

6.4 **STANDING STARTS**

- 6.4.1 On display of the green flag, the karts will proceed at an orderly pace to the dummy or starting grid where they will stop in either staggered or parallel formation as defined in the SRs with engines running and in their allocated positions when the Clerk of the Course will signal the starter to start the race.
- 6.4.2 Any movement of the kart during the starting procedure (movements while the red lights are on) that is evaluated as a false start will be punished with a minimum 5-place penalty.
- 6.4.3 If a driver is unable to start, he must remain in his kart and notify this situation by raising his arm or arms sufficiently to draw this to the attention of the starter or officials. In this case, an additional formation lap may be completed. Any drivers who have been unable to start will be allowed to get out of their karts once the whole field has passed them and restart only by their own means or assisted by a marshal. They will not be authorised to regain their original position in the formation lap and will take the start from the back of the grid.
- 6.4.4 No other drivers will be allowed to occupy the places which remain vacant. During the formation lap(s) it is forbidden to practice start simulations.

- 6.4.5 If it is necessary to interrupt the starting procedure, the Clerk of the Course will show a waved red flag, indicating to the drivers that they must cut their engines.
- 6.4.6 Should the Clerk of the Course be dissatisfied with the disposition of the field for any reason he may send them around the circuit for another lap after which they will reform again on the grid to repeat the start procedure.
- 6.4.7 A 5-place penalty for a first offence, then 8 places for the second offence and then exclusion for the third offence shall be imposed by the Clerk of the Course, should a competitor start further forward than the allocated grid position or ahead of the demarcated line.

6.5 SIGNAL TO START A RACE

- 6.5.1 A race shall be started by the lowering of the MSA flag or alternatively by the extinguishing of the red light/s. In the latter case, a red light/s must be mounted directly above the circuit and must be visible from any point on the starting grid.
- 6.5.2 Illumination of the red light will correspond to the raising of the start flag, being followed by extinguishing of the light/s to start the race. In the use of flag starts, the starter may be positioned beside the track but may not start the race from any position upon the tarmac of the circuit.
- 6.5.3 It is obligatory to state in the SRs if lights are to be used. In the case of a false start, the Clerk of the Course may have the field return to the pre-race paddock and penalise the guilty driver(s) accordingly.
- 6.5.4 Should the Clerk of the Course allow the field to reform for another lap and a starting offence is again committed, the race will continue, and the guilty party or parties shall be penalised accordingly after the end of the race. Should a penalty be imposed, that penalty will be a 5-place penalty for the first offence, 8 places for the second offence and then exclusion for a third offence.

6.6 SIGNAL TO FINISH THE RACE

- 6.6.1 It shall be obligatory for the chequered flag to be shown after the last lap board. After receiving the end of the race (or practice) signal, which shall be the displaying of the chequered flag, each driver shall continue at a reduced speed to the pits/paddock entrance.

6.6.2 If during a race the chequered flag is inadvertently displayed **before** the race is scheduled to end (in terms of the SRs or as amended) the race will nevertheless be deemed to have ended.

6.6.3 If during a race the chequered flag is inadvertently displayed **after** the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.

6.7 CLASSIFICATION AS A FINISHER

6.7.1 After the winner has received the chequered flag, any driver who has not completed the full number of provided laps, even if he does not finish the race, will be classified as a finisher according to the number of laps he has actually covered, provided he has completed at least two thirds (67%) of the race distance (rounded down to the nearest whole number of laps).

6.7.2 No kart may be pushed over the finish line.

6.8 REFUELLING

6.8.1 Refuelling a kart during a race is forbidden, unless permitted by the SRs.

6.8.2 Whenever a kart is refuelled at the pits, the engine shall be stopped throughout the refuelling operation, and the driver shall vacate his kart. No entrant shall have any one container in the pits holding more than 25 litres of fuel.

6.9 STOPPING THE RACE

6.9.1 Should it be deemed necessary to stop the race due to an accident on the grounds of safety or for any other reason, the red flag shall be shown by the Clerk of the Course and all flag Marshals shall show red flags to indicate the race has been stopped.

6.9.2 All drivers will immediately stop racing and continue slowly to the start line, being prepared to stop at any point if requested to do so by an official. On reaching the start line, the competitors shall be required to stop. The results will be determined as follows:

6.9.2.1 Should less than two (2) laps have been completed the race shall be re-run and the first start declared null and void. Only the original drivers will be entitled to take part in the restart, and they will take up their original start

positions. The restart time will be at the discretion of the Clerk of the Course.

6.9.2.2 Should the race be stopped between laps three (3) laps and 67% of the total race distance, the race will be restarted based on the finishing order of the drivers at the end of the lap preceding the red flag. The restart time, if delayed, will be at the discretion of the Clerk of the Course.

6.9.2.3 Should 67% of the total race distance have been completed it shall be deemed a race and the result will be the finishing order of the drivers at the end of the lap preceding the red flag.

6.10 **TELEMETRY/DATA LOGGING/RADIO COMMUNICATION**

6.10.1 Any form of telemetry or radio communication with the kart or driver, while they are in motion on the track is prohibited during official practice, qualifying and races. However, data logging for the purpose of later downloading only is permitted.

6.11 **ON BOARD CAMERAS**

6.11.1 Recording devices (Go-Pro's) may only be mounted with the standard brackets (as supplied with the unit) to the kart's plastic side pods, nose cone and rear bumper or bib and on top of the radiator. No additional mounting extension between the kart and the recording device is permitted.

6.11.2 A maximum of two recording devices is allowed per kart. It is not permitted to mount any device on the outside of the helmet.

6.11.3 Competitors shall ensure these recording devices are adequately and securely fitted to their karts for inspection at scrutineering and at any time during an event.

6.11.4 Competitors shall declare their intention to use a camera on their entry form.

6.11.5 Competitors shall make available all camera footage to officials on demand and the onus is on the competitor to ensure that their cameras are recording and that the footage is made available.

6.12 **WEIGHING SCALE**

- 6.12.1 The weight of the karts shall be adjudged as they crossed the finish line at the end of the practice session, qualifying or race, i.e. any part lost off the kart after the finish line may be weighed together with the kart.
- 6.12.2 It is compulsory after qualifying and after each race for all drivers and their karts in all classes to be weighed prior to entering Parc fermé. The penalty for being underweight is exclusion.
- 6.12.3 The scale of the day is the instrument to be used as this applies equally to all competitors.
- 6.12.4 The displayed weight is the only number to be considered – no tolerance or latitude is to be granted by scale attendants / officials.
- 6.12.5 Karts may never be driven onto the scale and must always be pushed.
- 6.12.6 A kart will only be weighed once, and the weight recorded accordingly. Should a competitor be underweight, the kart and driver in question will be asked to stand in a quarantined area with no outside interference. Failure to comply with this requirement will result in exclusion. The competitor will be given the opportunity to weigh again on two further attempts (but no more), after all other karts have been weighed.
- 6.12.7 If a component falls off a kart e.g. side pod, rear bumper etc. the driver or official may retrieve the part as long as it is safe to do so prior to proceeding to the scale. If the driver does not retrieve the item prior to going to the scales the weight of the kart will be taken as is and recorded as such.

6.13 **RECOVERY**

- 6.13.1 In case of a breakdown no outside assistance will be allowed except by the designated recovery vehicle.

6.14 **OUTSIDE ASSISTANCE**

- 6.14.1 No driver may receive outside help from any person other than a marshal or race official on the track once the karts have left the pre-race grid for the start of a race.

- 6.14.2 Drivers may, however, during the race, enter the pits by the proper method, weigh the kart, receive assistance in the pits and then re-join the race.
- 6.14.3 The only exceptions to the rule regarding assistance on the track are that marshals may assist drivers who have come to a stop to place a kart off the circuit to avoid obstructing other competitors.
- 6.14.4 The starting of engines or pushing of karts is only permitted by the driver concerned when it is deemed safe.
- 6.14.5 Cadet competitors may receive outside assistance with the permission of the Clerk of the Course from a limited number of identified parents/pit crew who have been given an introductory marshalling course and are registered as officials with visibility vests, and signed indemnities. These officials must assist all Cadet drivers and not only their own children, otherwise they will no longer be permitted to assist on track
- 6.14.6 From the commencement of first official practice only authorized officials are allowed on the track. The penalty for receiving outside assistance, whether the assistance is solicited or not, unless it is an authorized race official, is automatic exclusion from either the relevant race or qualifying.
- 6.14.7 Where a circuit has provision for a demarcated area for repairs to karts which does not require karts to cross the scale, competitors may make use of this area during racing only without the necessity of first crossing the scale. The location of the said demarcated area must be made known to competitors at drivers briefing and karts entering this area for repairs must come to a complete standstill prior to returning to the race circuit.

6.15 VARIATION OF REGULATIONS

- 6.15.1 Any variation of these regulations approved by MSA will be advised by means of issuing an amended version (or versions) of these SSRs, by way of a circular, or by way of an official MSA bulletin for each event affected by such variation.

6.16 POINTS SCORING

- 6.16.1 In the event of a tie having to be resolved to declare a winner, preference will be given to the competitor having the greatest number of first places. If a tie remains, the greatest number of second places, failing this third places, and so

on, will be considered. Should there still be a tie, the competitor having the highest score in the last race shall take preference.

- 6.16.2 In the event of tied competitors not being classified in the last race, then the previous race's finishing order will be considered, and so on until the tie is resolved.
- 6.16.3 Points will be allocated as follows based on finishing positions - 35, 32, 30, 29, 28, 27 and so on.
- 6.16.4 A non-finisher will receive 5 points less than the lowest placed finisher.
- 6.16.5 In order to be classified as a "finisher" in a race the competitor must have completed more than 67% of the relevant race distance.
- 6.16.6 Club and Regional event scoring will be on the same basis unless the relevant regulations governing the individual championships provides otherwise.

6.17 **SA NATIONAL CHAMPIONSHIPS**

- 6.17.1 The aim of the championship will be to declare a SA National Karting Champion in the following classes provided that a minimum of 6 starters per class per event have been met: Cadet, Mini Rok (Under 10), Mini Rok, OKJ, OK-N and KZ2.
- 6.17.2 The KMG reserves the right to review for the following year the national championship status of any class that fails to comply with the minimum requirements.
- 6.17.3 The national championship will be run over four (4) rounds with 13 heats in total. The first three rounds will have three heats on the day. The fourth round will have a total of 4 heats on the day. All events will take place over a maximum of three days (including the half day open practice).
- 6.17.4 The race distance for each national championship race shall be prescribed by class-specific regulations in line with the following:
 - 6.17.4.1 Cadet - Minimum 8km & Maximum 10km
 - 6.17.4.2 Mini Rok (Under 10) - Minimum 8km & Maximum 12km
 - 6.17.4.3 Mini Rok: Minimum 10km & Maximum 15km

6.17.4.4 All other classes: - Minimum 15km & Maximum 25km

7. For Rok competitors to qualify for the 2025 Rok Superfinal (as the prize winner or as the recipient of a wild card entry) it is compulsory for the competitor concerned to participate in all 4 (four) national events and at least 4 (four) of the regional events.

7.1 Provisional National and Gauteng Regional events for 2025 (which is subject to amendment):

7.1.1 15 February 2025 – Red Star, Regional Round 1 / National Round 1 (joint regional / national)

7.1.2 15 March 2025 – Zwartkops, Regional Round 2

7.1.3 5 April 2025 – Cape Town, National Round 2

7.1.4 28 June 2025 – PE, National Round 3

7.1.5 23 August 2025 – Red Star, National Round 4 (joint regional / national)

7.1.6 4 October 2025 – VKC, Regional Round 5

7.2 Provisional WP events for 2025 (which is subject to amendment). Rok Cup SA will consider regional performance in other regions if the minimum starter numbers are met.

7.2.1 1 March 2025 – WPMC Regional 2

7.2.2 3 May 2025 – WPMC Regional 3

7.2.3 19 July 2025 – WPMC Regional 5

7.2.4 9 August 2025 – WPMC Regional 6

7.3 Series Prizes:

7.3.1 Cadet

The cadet national champion will earn a well-deserved spot in the Tillotson Nations Cup! This prestigious event will take place in Valencia, Spain. Please note that the selected driver will be responsible for covering their own travel expenses to Spain. However, the winning ticket includes full coverage for the

chassis, engine, and entry fee. Seats are not transferable, and only national champions are eligible.

7.3.2 Mini Rok Under 10

The national champion will earn a coveted spot in the Mini Rok U10 class at the prestigious Rok Cup Superfinal in South Garda, Italy! The prize package includes a pool engine rental, entry fee, race tires, and food and hotel vouchers. Please note that the selected driver will be responsible for their own travel expenses to Italy. To be eligible for this prize, competitors must be 8 years or older. A qualified ticket will only be granted if the competitor participates in 4 national and 4 regional events (see details above). Seats are not transferable, and only national champions are eligible.

7.3.3 Mini Rok

The national champion will earn a coveted spot in the Mini Rok class at the prestigious Rok Cup Superfinal in South Garda, Italy! The prize package includes a pool engine rental, entry fee, race tires, and food and hotel vouchers. Please note that the selected driver will be responsible for their own travel expenses to Italy. To be eligible for this prize, competitors must be 10 years or older. A qualified ticket will only be granted if the competitor participates in 4 national and 4 regional events (see details above). Seats are not transferable, and only national champions are eligible.

7.3.4 OKJ

The national champion will earn a coveted spot in the Junior Rok class at the prestigious Rok Cup Superfinal in South Garda, Italy! The prize package includes entry fee, race tires, and food and hotel vouchers. Please note that the selected driver will be responsible for their own travel expenses to Italy. To be eligible for this prize, competitors must be 11 years or older. A qualified ticket will only be granted if the competitor participates in 4 national and 4 regional events (see details above). Seats are not transferable, and only national champions are eligible. We'll be selecting the top three drivers from the first three national events with a seat for the OK-NJ world cup, provided they have also participated in two separate regional events. The national champion will also be awarded the seat for the FIA karting academy trophy. Should a second

seat become available, or the top finishing driver is not able to attend the next eligible driver will get the seat. **Note:** that the seat belongs to the ASN and MSA and in conjunction with the winning competitor makes the necessary arrangements regarding registration etc. Competitors who are awarded the seat should ensure that they are financially able to attend the Academy.

7.3.5 OK-N

The national champion will earn a coveted spot in the Super Rok class at the prestigious Rok Cup Superfinal in South Garda, Italy! The prize package includes entry fee, race tires, and food and hotel vouchers. Please note that the selected driver will be responsible for their own travel expenses to Italy. To be eligible for this prize, competitors must be 14 years or older. A qualified ticket will only be granted if the competitor participates in 4 national and 4 regional events (see details above). Seats are not transferable, and only national champions are eligible. We'll be selecting the top three drivers from the first three national events with a seat for the OK-N world cup, provided they have also participated in two separate regional events. The winner of the first national round will represent South Africa in the FIA Senior Academy. Should a second seat become available, or the top finishing driver is not able to attend the next eligible driver will get the seat. **Note:** that the seat belongs to the ASN and MSA and in conjunction with the winning competitor makes the necessary arrangements regarding registration etc. Competitors who are awarded the seat should ensure that they are financially able to attend the world cup.

Drivers entering the World Cup must have qualified in the top 5 of a National Championship organized by an FIA - recognized ASN during the 2024 and/or 2025 calendar year utilizing OK-N & Group 2 homologated equipment, as defined by the FIA Karting Homologation & Technical Regulations.

7.3.6 KZ2

The national champion will earn a coveted spot in the Shifter Rok class at the prestigious Rok Cup Superfinal in South Garda, Italy! The prize package includes entry fee, race tires, and food and hotel vouchers. Please note that the selected driver will be responsible for their own travel expenses to Italy. To be eligible for this prize, competitors must be 15 years or older. A qualified ticket

will be granted if the competitor participates in 4 national events. Seats are not transferable, and only national champions are eligible.

7.3.7 FIA Women in Motorsport

Female competitors eligible for consideration must have competed in direct-drive classes (OKJ and OK-N). Competitors are encouraged to confirm their participation in OKJ or OKN for the 2025 season. Once confirmed, their CV's can be submitted for further evaluation.