



REGULATIONS AND SPECIFICATIONS FOR THE F400 KARTING CHALLENGE CLUB CHAMPIONSHIP (161799/144)

INTRODUCTION

These rules fall under the governance of the F400 Karting Challenge, and are designed to uphold the objectives and intent of this series. The Championship will be run under the regulations of Motorsport SA. F400 is registered with Motorsport SA as a social series, which is one level below a club series. These rules supersede the National Karting Regulations

1. SERIES & CHAMPIONSHIPS

- 1.1 The F400 Karting Challenge ("Club") organises events conducted in accordance with these regulations. The classes: F400 Endurance, F300 Endurance, F400 Sprint, F300 Sprint & F200 Sprint known collectively as the F400 Karting Challenge (or "Series"); the combined results of which constitute the F400 Endurance, F300 Endurance, F400 Sprint, F300 Sprint & F200 Sprint Karting Challenge Championships. Their organisation are held exclusively by the Club.
- 1.2 By entry to any event; teams, drivers and parents acknowledge that participation is governed by these regulations (as may be from time-to-time amended or supplemented by the club).
- 1.3 Any actions or measures upon which these rules, technical specifications or supplementary regulations are silent will be assumed to be prohibited.
- 1.4 ("Team") refers to Endurance Teams and Sprint Drivers.

2. SERIES & CHAMPIONSHIPS

- 2.1 The Club shall not be held liable for the postponement, cancellation or abandonment of any event except for when entry fees have been paid in respect of an event for which no start to a race took place, the proceeds of those entry fees will be first applied to cover the Club's expenditures on that event before applying the balance, if any, pro rata by entrant as a credit against future entry fees.
- 2.2 Minimum requirements to host a round of the F400 Karting Challenge shall be:
 - 15x F400 Endurance karts
 - 10x F300 Endurance karts
 - 10x F400 Sprint karts
 - 10x F300 Sprint karts
 - 10x F200 Sprint karts
- 2.3 Individual heats within each event will be scored as follows:
 - 1st place 30 points, 2nd place 27 points, 3rd place 25 points, 4th place 23 points,
 - 5th place 21 points, 6th place 20 points and so on.
- 2.4 Endurance event results are determined by total distance and time on the day.

- 2.5 Sprint event results are determined by total points on the day.
- 2.6 At least 50% of race distance must be completed in a heat to be classified as a finisher. 50% race distance will be calculated by dividing the winners laps by 2 and rounded down.
- 2.7 Championship standings are determined by combining points earned across all races in all events except for the six lowest scoring heats that will be dropped. Exclusion (DQ) from a heat cannot be dropped.
- 2.8 Within each championship season a certain number of lowest scoring heats may be dropped. Exclusion (DQ) from a heat cannot be dropped.
 - F200 Sprint class may drop lowest 3 scoring heats
 - F300 Sprint class may drop lowest 3 scoring heats
 - F400 Sprint class may drop lowest 3 scoring heats
 - F300 Endurance class may drop lowest 6 scoring heats
 - F400 Endurance class may drop lowest 6 scoring heats
- 2.9 Points for the final round of the season may not be dropped.
- 2.10 Points ties in each instance will be separated by comparison of race wins and thereafter by comparison of each subsequent placing and finally by comparison of the fastest lap achieved in each race.

3. **TEAM & DRIVER**

- 3.1 No driver may participate in any event prior to payment of the non-refundable annual registration fee and event entry fee. The Club may, at any time and in its absolute discretion, refuse or terminate the registration or participation of any team or driver.
- 3.2 All drivers must be valid MSA licence holders.
- 3.3 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 adequate to cover and protect the ankles. For F200 and F300 classes, suitable neck braces and chest guards are recommended.
- 3.4 Endurance teams shall consist of a minimum of two drivers.
- 3.5 Sprint teams shall be one driver per kart.
- 3.2 F400 Endurance is open to those attaining at least their fourteenth birthday during that year.
- 3.3 F300 Endurance is open to those attaining at least their thirteenth birthday but not attaining greater than their sixteenth birthday during that year.
- 3.4 F300 Sprint is open to those attaining at least their thirteenth birthday but not attaining greater than their sixteenth birthday during that year.
- 3.5 F200 Sprint is open to those attaining at least their eighth birthday but not attaining greater than their thirteenth birthday during that year.
- 3.6 Each team will nominate a Team Manager or who will:
 - 3.6.1. be held responsible for the conduct of the team and its drivers.
 - 3.6.2. whenever possible or required, represent that team before event officials. and
 - 3.6.3. ensure that the team's kart and drivers are adequately prepared to complete safely within the established standards and performance parameters of the series.

- 3.6.4. hold a vote on behalf of the team he/she represents for when voting is required.
- 3.7 Inconsiderate, intimidatory, unsportsmanlike, reckless, dangerous and other inappropriate conduct shown towards competitors or event officials that can be deemed to put this series into disrepute may result in penalties imposed against the driver and or team.
- 3.8 Drivers must be familiar with the flags of motor sport and abide by their requirements.
- MSA Flag or Green flag: Signals start of race.
- Yellow flag: Caution! Be aware of a situation on track, no overtaking.
- Red flag: Race has been stopped, return slowly to pits.
- Blue flag: A faster kart is behind you, keep to the racing line.
- Black and White chequered flag: End of heat.
- 3.9 New drivers must carry an X on the back of their helmet for a minimum of their first two events. The X must be a minimum of 100 mm in height and of a contrasting colour to the helmet.
- 3.10 The CoC may prevent a driver and/or team from competing if the demonstrated level of performance or competence falls below that considered adequate.
- 3.10.1. If you cannot circulate within 5 seconds of the current fastest kart on circuit you will be shown the black flag.
- 3.10.2. Endurance teams may do a driver change and allow a more competent driver to continue competing. The black flagged driver may not compete for the remainder of the event.
- 3.11 Participation while under the influence of alcohol or drugs is strictly forbidden.
- 3.12 There shall be no drinking of alcohol or smoking in the pits, this includes family, friends and general spectators.
- 3.13 Competition numbers are allocated by the race secretary, teams may keep their number from the previous years championship, except for number one which will always be reserved for the champion in each class. The champion may decide to compete with their permanent number or with number one, but must make this decision before the first round that they compete in and stick with it the whole championship. Numbers are allocated on a first come first serve bases.
- 3.14 All entries must be accompanied by the entry fee. An late entry and late payment fine will apply to entries and payments accepted after the closing date.
- 3.15 Transponder shall be attached in such place by such means as may be directed and if lost or damaged the driver will be liable for the cost of replacement.
- 3.16 Transponders must be returned to the timekeeper after parc ferme. Failing to do so will incur a penalty of R250. This charge will be payable before a transponder will be issued to you at subsequent race meetings.
- 3.17 The Clerk-of-the Course ("CoC") shall have authority over all aspects of the event assisted by such other officials as may be appointed. In cases where rules do not clarify steps to be taken, the CoC will use their discretion.
- 3.18 Persons who wish to lay a complaint against the conduct of drivers or officials shall do so by informing the CoC and by which the CoC shall following considerations of such other representations they might deem appropriate, rule upon that concerned as soon as a reasonably practical and either dismiss the complaint or apply the appropriate penalty.
- 3.19 Attendance at "Drivers Briefing" is mandatory for all drivers.

- 3.20 The CoC shall designate areas for driver change and/or refuel (and within both of which smoking is prohibited), places for circuit entry & exit, together with paths linking the circuit, designated areas, and pits.
- 3.21 No kart may travel at a speed faster than that of a fast walking pace when off the circuit. Especially in the pits and on all access paths leading to and from the circuit.
- 3.22 Every kart must have a fire extinguisher. Which must be readily available when refuelling takes place.

4 CONDUCT OF EVENT

- 4.1 Each event will proceed with documentation and scrutineering, no kart may enter the track until it has passed documentation and satisfied the scrutineers.
- 4.2 Race durations, minimum driver changes, and mandatory pit stops (if any) shall be displayed on the official notice board and updated through the day.
- 4.3 Only officially nominated drivers shall drive a kart on the track during practice and racing, except with the specific permission of the CoC.
- 4.4 Pits stops for the intention of a driver change must involve an actual driver change. Pit stops where by the same driver returns to the track will not be counted as a driver change and penalties will apply if the minimum driver changes are not met.
- 4.5 Initial starting grid positions shall be determined by the lap times set during the qualifying period with the fastest qualifier placed at the front followed, in descending order, by the others so that the slowest is placed at the rear.
- 4.6 In the event that qualifying does not take place, grid positions will be appointed in order of championship standing or by ballot.
- 4.7 Where no time is set. Positions behind the kart setting the slowest time will be allocated in order of kart number.
- 4.8 Starting grid positions for each subsequent race shall, unless otherwise advised, be determined by the finishing order of the previous race with the winner placed at the front followed in descending order of finishing position.
- 4.9 Unless otherwise advised, the starting procedure for each race shall require that entry onto the circuit will close five minutes prior to the start of any race,
- 4.10 Competitors unable to form up on the grid will be released onto the circuit to join at rear of the pack during the warm-up lap where they must hold station and not attempt to regain their previously allocated starting position, and
- 4.11 Competitors unable to join the rear of the pack during the warm-up lap will be safely released onto circuit following the start of the race and as soon as all on-circuit competitors have passed pit exit.
- 4.12 There will be no warm up lap for all classes
- 4.13 Should a race be Red-Flagged the positions as at the end of the lap immediately prior to the race being stopped will determine the results except for each of the minimum driver-changes not completed, an average driver change time as determined by the timekeeper of that event will be added to that team's race time per driver change not yet completed.
- 4.14 Races stopped within 2 laps of the start will be restarted over again. Races stopped between lap 3 and 67% of completion may restart from where the previous portion of the race was stopped, races stopped after 67% may be deemed to be full races.
- 4.15 Drivers will indicate their intention to exit the circuit by holding a hand clearly above head height for as long as practical and safe prior to circuit exit while following a line that minimizes interference with other competitors. Once the driver has indicated his intentions he may not change his mind.

- 4.16 When exiting the circuit, each kart must in every instance pass over the weight scale.
- 4.17 The kart must come to a complete stop before mounting the scale then only will it be pushed on the scale, where it will remain stationary during weighing until released by the scale official. The kart will then be pushed off the scale. A single person may assist a seated driver by pushing on and off the scale.
- 4.18 Driver changes, adjustment of weight, and refuel will be performed only within the areas designated or within the team's pit and during which the kart must remain stationary throughout and may only be released once the driver is properly seated.
- 4.19 Driver changes may not take place directly after the scale in such a manner as to hinder the following kart.
- 4.20 All refuelling during a heat will be done in the designated refuelling area, From the time the fuel cap is opened until the time it is closed again the engine will be switched off and the driver out of the kart.
- 4.21 Any stop made at the instruction of the CoC will not count as a driver change or mandatory stop.
- 4.22 No work that requires tools may be performed on a kart while it is on track, including the grid.
- 4.23 No persons, other than the driver of that heat, may enter or cross the track without the express permission of the CoC.
- 4.24 Kart recovery; Teams must obtain permission from the CoC to recover a kart. The CoC or Chief Marshal will direct and control the movement of the recovery team and trolley with the use of yellow flags. Only one recovery team on the track at any one time.
- 4.25 No person may enter the pre-grid, exit and entry lanes to the pits, parc ferme and scale areas unless they are a registered driver, entrant, team manager or pit crew.
- 4.26 **Weaving for the purpose of scrubbing or warming up tires is not permitted during practice, qualifying or a race heat. Penalty is a 1 lap deduction.**

5. TECHNICAL RULES

- 5.1 Karts will at all times comply with the Technical Specifications for each class. See supplementary Technical Specifications.
- 5.2 Technical Inspections may be carried out at any point during the race day.
- 5.3 Only one frame (rail) may be used per event.
- 5.4 Apart from the frame, any part on the kart may be replaced during an event.
- 5.5 Engines, carburettors and tyres may only be replaced with the express approval of the CoC or Technical Committee, whom may request to keep the outgoing part for inspection.
- 5.6 Replacement engines must be sealed with current seal.
- 5.7 Only standard 93 or 95 octane pump fuel will be used.
- 5.8 No additives of any kind are allowed.
- 5.9 Engine components may be replaced only with original parts as approved or as supplied by the club.
- 5.10 The CoC or Technical Official may at any time inspect and/or test any engine. Cost of dyno testing the said engine will be borne by the Club only if the engine is legal, but any cost arising directly or indirectly from the inspection and/or test to adjust or bring the performance into specification, shall be borne by that engine's entrant.
- 5.11 Any kart may be required to use fuel issued or exchanged as directed by the CoC.
- 5.12 The following is prohibited during an event:

- 5.13 Tyre warmers, materials or chemicals that may modify the performance of the tyre.
- 5.14 Radio, similar voice or telemetry communications to or from the driver.
- 5.15 At no time may the combined weight of kart and driver be less than that stipulated in the applicable technical specifications.
- 5.16 Any kart found to have been on circuit with inadequately secured weight may be subject to a penalty over and above that which may be applied for being found underweight.
- 5.17 Competition numbers will be displayed on the front, rear and sides of the kart and shall be as supplied by the club or of identical dimension and colour. Numbers must be black with yellow backing. Arial bold font.
 - 5.17.1 Black numbers: Must be of at least 80 mm high.
 - 5.17.2 Yellow backing for F200 must be a minimum 120 mm square and F300 & F400 must be a minimum 140 mm square.
- 5.18 All karts must be fitted with a piece of fuel line on either side of the throttle cable to help guide the throttle cable sleeve and prevent it from snagging. The throttle cable must be securely attached to the chassis and run along the chassis as close to the fuel tank and the seat as possible.

6 **DYNO TESTING**

- 6.1 Testing and sealing of all engines will be done on our official dyno.

6.2 **See appendix A for dyno procedure**

7 **SEALS**

- 7.1 Engine seals can only be attached or removed from engines by a member of the technical committee once they are satisfied that the engine meets the legal requirements as laid out in the Technical Specification for each class.
- 7.2 The engine seal must remain intact at all times, no kart will be allowed to compete without an intact dyno seal or temporary seal.
- 7.3 The excess cable may not be trimmed. Cutting or trimming of the cable could be seen as tampering.
- 7.4 Repairs to an engine which requires the removal of the seal must be done under the supervision of the technical representative, a temporary seal will be affixed and the engine may be impounded after the event for testing

8 **COMPLIANCE CHECKS**

- 8.1 The club reserves the right to impound any competitors engine after an event.
- 8.2 6 engines will be tested after every event. Attention will be paid the fastest 3 karts in each class and / or any kart that performs better than its dyno results.
- 8.3 The engines will be sealed in a box and only opened by a technical committee member on the date of the compliance test at the dyno premises,
- 8.4 The club will carry the costs of compliance checks for legal engines only.
- 8.5 Should an engine be found over specification the cost of the test will be for the competitors account.
- 8.6 The date of the compliance checks will be decided by the committee, should the competitor be unable to attend a representative may be elected by the competitor. In the event that neither the competitor nor a representative is available the Technical Representative will continue under the supervision of the committee.
- 8.7 Any engine exceeding one or more of the performance parameters will be excluded from that event.

8.8 illegal engines will be stripped and checked for illegal modifications and or illegal parts. A Court of enquiry will be held and guilty teams face a lifetime ban from the club.

8.9 The team will receive there engine back in parts and the cost of rebuild will be for the teams account.

9 TYRES

9.1 F400 Endurance - Dunlop SL1A . Four new sets may be used per year. (16 barcodes)

9.2 F300 Endurance - Dunlop SL1A . Four new sets may be used per year. (16 barcodes)

9.3 F400 Sprint - Dunlop SL1A . Three new sets may be used per year. (12 barcodes)

9.4 F300 Sprint - Dunlop SL1A . Three new sets may be used per year. (12 barcodes)

9.5 F200 – Sprint Mojo C2. Two new sets may be used per year. (8 barcodes)

9.6 Wet weather tyres are not permitted.

9.7 Classes running the Dunlop SL1A's will only start running barcoded tires from round 4. For rounds 1, 2 and 3 all teams will have tyres marked during scrutineering. Only marked tyres will be allowed to race. Any set of tyres presented at scrutineering without club markings will be deemed to be an unmarked (new) set.

9.8 Tyres may not be replaced during the course of that event except if damaged and with the express approval of technical representative together with the CoC. A maximum of 1 front and 1 rear may be replaced because of damage during an event.

9.9 Worn tires may not be replaced during an event.

10 PROTESTS

10.1 Protests must be in accordance with part IX of MSA's 2019 GCR's.

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

10.3 A protest to be considered by the Stewards, must be lodged directly with the Stewards or the Clerk of the Course or the Secretary of the Meeting.

10.4 Every protest shall be in writing, stating the name and address of the protester, the grounds for the protest, be signed by the competitor or driver making the protest, be accompanied by the non-refundable fee of R1500, and be lodged within the appropriate time limit as specified below:

10.5 A protest against handicap, make up of a heat, or qualification for a heat – not less than one hour before the time laid down for the start of the heat.

10.6 A protest regarding starting position/s – within ten minutes of the notification of such positions.

10.7 A protest against a decision of a Scrutineer or Clerk of the Course, by the competitor directly concerned – within 30 minutes of that decision being notified to that competitor in writing.

11 FEES & FINES

11.1 Fees and fines will be administrated by the Treasurer of F400 and enforced by the administrator. Repeated infringements may result in further impositions of fines as determined by the committee.

11.2 Series Registration Fee (includes 2 drivers) R600

11.3 Additional Driver R100

11.4 F400 Endurance – Race Entry Fee R1400

11.5	F300 Endurance – Race Entry Fee	R1400
11.6	F400 Sprint – Race Entry Fee	R750
11.7	F300 Sprint – Race Entry Fee	R700
11.8	F200 Sprint – Race Entry Fee	R650
11.9	F200 & F300 Sprint discount for 2 nd and 3 rd child*	50%
11.10	Late entry & late payment fine	R200
11.11	Away, Day/ Night and extended races extra	R200
11.12	Dyno Testing	R300
11.13	Transponder Fine	R250
11.14	Protest Fee (non-refundable)	R1500

*Discount applies to the youngest child first.

*Only applies whereby a legal guardian is paying for more than one child from their family.

*Does not apply if one child races in two different classes.

*Does not apply to F400 Endurance, F300 Endurance & F400 Sprint.

12 PENALTIES

12.1 Penalties will be imposed in writing by the CoC.

Code	Penalty	Code	Penalty
A	Exclusion from results of that event E		Start at rear of grid
B	Exclusion from results of that heat		
C	1 Lap deduction		
D	30 Second addition to race time		

Description of Infringement	Post-Race Penalty	Repeat Penalty
Inconsiderate, intimidatory, unsporting, reckless, dangerous and inappropriate conduct.	B	A
Ignoring Flags.	C	C
Under influence of alcohol or drugs.	A	A
Drivers briefing.	E	
Speeding in the pits.	C	B
Breach of direction of travel.	B	A
Breach of mandatory number of Driver changes/pit stops		

(penalty per breach).	C	C
Starting procedure.	D	C
Breach scale procedure.	D	C
Breach of refuelling procedure	C	B
Improper circuit entry/exit.	D	C
Modifications not permitted.	B	A
Underweight any time during qualifying.	E	
Underweight penalty per kg or part thereof.	D	D
On-circuit loss or inadequately Secured weight.	C	B
Kart Identification.	D	C
Breach of tyre restrictions.	B	A
Compete in wrong qualifying or heat.	B	B

Appendix A

DYNO TESTING PROCEDURE

1. Testing of all motors will be done on the official dyno by the technical committee.

1.1 All tests will be conducted with the SAE standard J1394 correction.

1.2 The correct drive ratio must be set for the correct class.

2. Engine preparation pre-dyno (new seal or diagnostic run)

2.1 Club supplied clutch to be used.

2.1 Spark plug removed and checked for correct spec and gap.

2.2 Carb main jet and idle jet checked.

2.3 Oil level checked.

2.4 Engine must be warmed reaching a minimum of 35 degrees on the engine block.

2.5 Perform tappet adjustment 0.15mm inlet and exhaust.

3. Engine preparation pre-dyno (compliance run)

3.1 Oil level checked to above minimum

3.2 Engine must be warmed reaching a minimum of 35 degrees on the engine block.

4. Dyno procedure:

- 4.1 Hold steady at 2000 engine rpm before commencing the acceleration run.
- 4.2 The dyno run will be recorded from 2500 RPM to 5000 RPM.
- 4.3 Perform one warm up run, which is not used in the final calculation.
- 4.4 Five consecutive runs will be done, the lowest and highest torque (Nm) and power (kW) figures will be excluded and the average of the three remaining figures will be used to determine the average power (kW) and average Torque (Nm).
- 4.5 Motors will be tested on torque and power. Engines may not exceed the maximum of either of these parameters.
- 4.6 Any engine found to be over the limit will have its seal cut.
- 4.7 Any engine found to be over the limit may be stripped by the technical committee.

5 Post-dyno checks (compliance run)

- Spark plug removed and checked for correct spec and gap.
- Carb main jet and idle jet checked.