



2020 REGULATIONS AND SPECIFICATIONS FOR THE KZN KART CLUB 4 STROKE SPRINT SERIES (162134)

1 GENERAL

- 1.1 The KZNKC 4SSS SERIES is a social karting series setup to introduce newcomers to karting as well as provide a platform for karters to learn enough race craft to smoothly move into competitive 2 stroke leagues. The emphasis of this league is on fun and sportsmanship and the social aspect is promoted.
- 1.2 The KZNKC 4SSS Sprint Series will be organized by KZN Kart Club. This Championship Series will be run under all the basic rules and regulations governing official motor sport events in South Africa.
- 1.3 Where not specifically mentioned in these rules, Supplementary Regulations or Final Instructions for each event, it is deemed forbidden.
- 1.4 Teams have the right to query any rule or technical matter or other violations via the incident report handed in to the clerk of the course. The rules governing always prevail in the first instance and the outcome derived by the Clerk of the Course will be final and protests will not be allowed.
- 1.5 It is the responsibility of each competitor to know the rules before the race and to act accordingly, to approach the Clerk of the course with any rule that is not clear, or with any problems encountered during an event.
- 1.6 The Organizer retains the right not to accept an entry in the best interests of the series
- 1.7 The Organizer holds the right to use information about the teams/individuals to promote the Championship Series and events.
- 1.8 The Organizer has the sole right to liaise with any Series sponsors.
- 1.9 All publication rights belong to the Organizer and/or Series sponsors.
- 1.10 On arrival at the circuit it is the responsibility of each competitor to report to the Race Secretary at Administration, to complete documentation. (See times in Supplementary Regulations).
- 1.11 No kart will be permitted to enter the circuit until documentation and scrutinizing has been completed, transponders fitted, and track pass stickers issued, and medical personnel are in attendance.
- 1.12 Medical personnel will be present during the entire event, please make use of their services in case of need.
- 1.13 A team of marshals will be present during the entire event; this is for your safety. Competitors must at all times obey their instructions and take any disputes with the marshals to the Clerk of the course. Please give them your full co-operation.
- 1.14 All competitors and Team Managers will attend drivers briefing, no substitutes will be allowed. The time and place will be listed in the Supplementary Regulations.
- 1.15 All competitors will wear protective clothing, which covers the entire body; overall, gloves and full face helmet. Helmets for motocross, cycling, mountaineering etc are not allowed. Helmets must be suitable for motorsport use and be approved by a reputable standards authority such as DOT, ECE, Snell, SHARP, BSI, AS etc. The scrutineer, safety officer or the committee will rule in cases where any doubt exists as to the suitability of any helmet presented. In case of rain, additional waterproof clothing can be worn, in addition to, but not instead of the clothing already specified.
- 1.16 The use of recreational drugs, performance enhancing drugs is strictly forbidden on any event race day up until the end of the protest period.
- 1.17 Race Directors will be appointed for each event.
- 1.18 From the start of the event, every competitor is bound by these rules and regulations. Each competitor will obey the instructions of authorized officials.

2 KZNKC 4SSS SERIES REGISTRATION AND ENTRIES

- 2.1 The KZNKC 4SSS SERIES is a social series only open to holders of a Motorsport South Africa Social License or Club/Regional/National License.
- 2.2 The annual club membership fee for 2020 season is R800-00 per driver. Junior membership up to the age of 12 years old is R400-00.
- 2.3 Race entry fees per event will be as follows (but will vary for “away” races):
 - 390 Sprint: R600.00
 - 2nd Family Member: R600.00
 - Minions: R600.00

An EVENT will generally comprise of a Practice session, Qualifying and three heats. This would be subject to each race meetings supplementary race regulations.

- 2.4 A SPRINT EVENT will be made up of a minimum of 3 heats per class. In the case of “force majeure” the organiser reserves the right to change the heat times or number of heats to count.
- 2.5 Event entry fees will be published in the Supplementary Regulations and entry form for each event.
- 2.6 Event regulations, final instructions and entry forms will be published via electronic means by either email, downloadable documents from www.Kznkartclub.co.za
- 2.7 Should the required number of entries not be in the Organizer’s hands by the Wednesday prior to the event, the organizer has the right to cancel and or postpone the event.

3 ENTRANTS/COMPETITORS/TEAMS

- 3.1 The series is open to anyone who meets the age requirements per class and who has paid the required registration fees set out above in section 2
- 3.2 The KZNKC 4SSS may only have one driver with an annual Two Stroke Motorsport SA karting license or, who has obtained a social license from Motorsport South Africa with at least a R50 000-00 insurance cover.
- 3.3 All competitors must sign the code of conduct prior to participation. Each competitor and guardian will sign an acknowledgement that the Rules and Regulations have been received and all drivers will sign the Code of Conduct.
- 3.4 Sprint Series teams will comprise of:
 - 3.4.1 KZNKC 4SSS 390 Sprint = 1 driver
 - 3.4.2 KZNKC 4SSS Midget = 1 driver
 - 3.4.3 KZNKC 4SSS Minions = 1 driver
- 3.5 From commencement of official qualifying, only drivers listed on the entry list may participate in the race. No changes in the listed drivers will be permitted after official qualifying has commenced.
The Clerk of the course shall reserve the right to allow additional drivers to participate at his discretion however all latecomers will pay late entry and start from the back.

4 AGE REQUIREMENTS

- 4.1 KZNKC 4SSS – Sprint 390 class: From year you turn 15 Years and older
- 4.2 KZNKC 4SSS – 160cc class (Midget): From year you turn 8 to 12 Years
- 4.3 KZNKC 4SSS - 50cc class (Minion): From the day of your 5th birthday to 8 Years

To clarify, the years stated above, apart from the minion starting age, is the year that you turn that age i.e. you could start racing 390cc class when you are 15 years old, as long as you turn 16 in that racing year. This allows for some overlap between the age groups and classes

5 CALENDARS AND EVENT PROGRAMMES

- 5.1 The organizer reserves the right to postpone, abandon or cancel any event or part thereof.
- 5.2 In the event of postponement, abandonment or cancellation, the competitor/entrant has no right to claim against the Promoters/Organizer in respect of any losses or damages that he/she may thereby incur. In the event of such postponement, abandonment or cancellation, entry fees already paid will be carried forward to the next event, and will not be refunded.
- 5.3 The event program will be circulated with the Supplementary Regulations for each event.
- 5.4 The race/event will be controlled by a Clerk of the course, as appointed by the Organizer. The Clerk of the course holds the right to penalize, and/or exclude competitors or teams. The Clerk of the course will issue final instructions for each event as well as driver's bulletins if required during the event.
- 5.5 Any final instructions become part of the series rules for that event only. These will be displayed on the Official notice board.

6 COC DUTIES & RESPONSIBILITIES

- 6.1 The COC's primary duty is to run the race event in accordance with the series rules and regulations, the final instructions and the schedule.
- 6.2 The COC may not amend the rule sets and it is pointless for any competitor to argue the merits of any particular rule with the COC
- 6.3 The COC has a duty to interview competitors and/or supporting staff to ascertain all available facts before committing to a decision to issue a penalty
- 6.4 The COC may instruct karts to be checked for technical irregularities.
- 6.5 The COC may appoint judges of fact where required.
- 6.6 The COC has a duty to apply penalties for infringement/s under these rules and regulations
- 6.7 The COC may withdraw a penalty after due consideration but only with majority permission of the appointed race directors

7 EVENT POINTS, INDEX OF PERFORMANCE AND TROPHIES

- 7.1 Points scoring will be as follows for each individual race in an event: 1st place 35 points
2nd place 31 points
3rd place 28 points
4th place 26 points
5th place 25 points
6th place downwards 1 point less than the preceding position.
- 7.2 The winner on the day for any event will be calculated by adding together all of the individual race scores for that event, for each class.
- 7.3 In the event of a tie having to be resolved to declare a winner on the day, preference will be given to the competitor having the greatest number of first places. If a tie still remains, the greatest number of second places, failing this third places, and so on, will be taken into account. Should there still be a tie; the competitor having the highest score in the last race shall take preference. In the event of tied competitors not being classified in the last race, then the previous race's finishing order will be taken into account, and so on until the tie is resolved
- 7.4 The number of places that are awarded trophies on the day is usually determined by the number of entrants per class. The exact number will be determined by the organizers prior to each event.

8 CHAMPIONSHIP POINTS

- 8.1 The results of the day for each class will determine the order in which the championship points are allocated.
- 8.2 The points scheme as per point 7.1 above will be applied to the overall day's results.
- 8.3 In the event of a tie having to be resolved to declare a winner for the *championship*, preference will be given to the competitor having the greatest number of first places. If a tie still remains, the greatest number of second places, failing this, third places, and so on, will be taken into account. Should there still be a tie; the competitor having the highest score in the last *event* shall take preference. In the event of one or more of the tied competitors not being classified in the last *event*, then the previous *events* finishing order will be taken into account, and so on until the tie is resolved

9 DOCUMENTATION AND RACE DAY PROCEDURES

- 9.1 Special Supplementary regulations (SSR), entry forms, event program and final instructions will be issued at least 14 days prior to the event. These documents lay down the race format and any special rules for the day, which may not be contained in the SSR's or most recent KZNKC Sprint Series Rules and Regulations. The organizer reserves the right to amend or change the program if deemed necessary for any reason.
- 9.2 Changes to the program or final instructions will be notified by a Drivers Bulletin posted on the official notice board.
- 9.3 Documentation and pre event scrutineering will take place on the morning of the event. Transponders will not be issued to any competitor until all participating drivers have signed an indemnity form.
- 9.4 No team may participate in free practice, timed qualifying or race before completion of documentation, scrutinizing and being issued a transponder.

10 CIRCUIT RULES AND SAFETY

- 10.1 The Organizer reserves the right to allocate pits. These will be posted on the official notice board.
- 10.2 No kart may travel in the reverse direction to the traffic flow, either on the pit lane, pit area or on the circuit unless specific regulations are published to allow for this.
- 10.3 The following rules apply in the pit area, pit lane, refuelling and weighing areas:
 - 10.3.1 Alcohol or smoking is strictly prohibited.
 - 10.3.2 Scooters, roller blades, skateboards, motorised skateboards or bicycles are prohibited.
 - 10.3.3 Karts may not speed in these areas, approx. 15km/hr (Walking pace).
 - 10.3.4 No fuel may be kept in these areas, apart from the fuel pound. Refuelling is only allowed in the official refuelling area.
 - 10.3.5 Children under 16 years of age are not allowed on the pit apron or in the signalling area. It is the responsibility of the team manager to ensure compliance.
- 10.4 Any work, repairs, set up adjustments etc., will only take place in the team's pit area.
- 10.5 If a kart breaks down on the circuit, only the driver may work on the kart whilst on the circuit (no unauthorised outside assistance). This rule does not apply to the Minion and Midget classes who may have one parent, guardian or team mechanic on circuit to assist in the case of technical difficulty.
- 10.6 The Organizer reserves the right to request competitors to remove trailers to the trailer park immediately after the offloading procedure is completed. Trailers will be impounded if left in the pit area.
- 10.7 For races/events held after dark, additional safety regulations will be issued in the Final Instructions.
- 10.8 All participating karts must be in the pre-race area at least 5 minutes before the published start time of any race. On command of the COC or Chief Marshal the karts will be allowed onto circuit. Once the last visible kart has been allowed onto the circuit the pit lane will be closed. Any late-comers will have to start from the pit lane and will only be allowed onto the circuit once the race has started and all starting karts have passed through turn one without incident.
- 10.9 Timing will be done by an electronic timing system and every team will be loaned a transponder for each event. It is the responsibility of the team to keep this unit in a good condition and return it at the end of the event, on the day. Failure to do so will lead to the replacement cost of the transponder being levied on the team by the organizer. Personal transponders maybe purchased, contact the Organizer.

Note: Transponders must be returned before prize giving starts

- 10.10 Flag signals will be the same as used in international motor sport. It is the responsibility of every driver to know these flag signals and adhere to flag signals displayed by the marshals. Continued failure to adhere or serious disregard for flag signals which may endanger competitors or officials will be penalised.
- 10.11 If the race is stopped by means of a "Red Flag", all karts will proceed to the start/finish line at a slow speed and positions must be held (no overtaking). Minor repairs can be done on the grid, by the drivers, by hand only (no tools are allowed). Karts that need repairs, requiring tools, will be directed into the pits.
- 10.12 Drivers are asked to take into account the safety of everyone on the circuit. If it is clear a driver is a danger to other drivers, he/she will be penalized.
- 10.13 New drivers are asked to please look out for the faster karts and let them pass. Experienced drivers are however asked to be patient with new/slower drivers.
- 10.14 "Rookie" X; New drivers must place a distinct "X" on the back of the helmet. The colour of the "X" should contrast with the general colour of the helmet so as to be clear to drivers approaching from behind.
- 10.15 New drivers must display the "X" on the back of the helmet for at least 6 events and should enquire with the COC or class representative before removing it.

- 10.16 Obvious blocking is not allowed and will be penalized.
- 10.17 No shortcuts are allowed. Any drivers leaving the circuit will re-join at the nearest point of leaving the circuit, in a safe manner. Failure to do so will result in a penalty. A driver taking a short cut, whether or not a position is gained, will receive penalty.
- 10.18 The Organizers reserve the right at any time during an event to: Check any kart for technical infringements.
Check the Fuel with a recognized additive meter.
- 10.19 The Organizers reserve the right at any time during an event to halt any kart by means of the black or black & orange flag for:
 - Dangerous driving Disregarding flag signals Disobeying official instructions
 - Loss of front or back bumper, side pods or nose cone Oil or fuel leakage
 - Incorrect clothing or helmet
 - Suspected insecure helmet (ensure you have no loose or flapping straps around the neck that may give this impression)
 - Any part or parts of a kart that may be of an unsafe nature to continue racing
- 10.20 Kart recovery; Teams must obtain clear permission to enter the circuit to recover a kart. No team member may enter the circuit unless under the supervision of the marshalling team.
- 10.21 "Ballast" or weights placed on the kart in order to bring the kart and driver up to the minimum weight must be affixed in such a manner as to make it impossible to break free unless the chassis is torn apart. Safety clips or retaining mechanisms must be of the highest quality. Loss of these weights/ballast on circuit presents a serious safety hazard and the loss thereof whilst on the circuit in anything but a serious accident will be considered negligent on the part of the team and will be penalized.

11 PROTESTS & PENALTIES

- 11.1 Every Competitor has the right to fill in an incident form should they feel aggrieved for whatever reason. The COC shall decide if the incident requires further investigation and will together with the stewards decide on the adequate action.
- 11.2 The clerk of the course may act upon reports received from the course marshals, appointed judges of fact or the timekeeper.
- 11.3 Written notification will be posted on the notice board for each penalty applied.
- 11.4 Teams will be notified of each penalty as soon as is practical. In the case of an underweight infringement the signature captured on the weight sheet is considered as notice.
- 11.5 There is no "safety" margin in determining an underweight. If the measured weight is not exactly on, or over, the stated minimum weight in the technical regulations, or Supplementary regulations for the day, then penalties will apply
- 11.6 A protest or incident report from a competitor or team must be submitted by the team manager only directly to the COC or race secretary in writing
- 11.7 Under no circumstances is the Clerk of the Course obliged to act on any verbal representation regarding an on-circuit incident
- 11.8 Any penalty, or actions, imposed by the Clerk of the course will be strictly adhered to
- 11.9 Due to this series being a social series the decision of the COC shall be final and no protests will be entertained for social classes.
- 11.10 The COC may impose a lesser penalty if he deems the infringement to be of a minor nature.
- 11.11 The COC may impose a combination of penalties for any infringements of a serious or dangerous nature, or for repeated infringements during any heat, event or championship.
- 11.12 Any fines collected will be used by the Organizer for the furtherance of the series in any way they deem prudent
- 11.13 The final decision of the race directors may not be protested against and the protest will be deemed finalized in its entirety upon their written notification of their findings on the matter

TECHNICAL REGULATIONS

PART A: General.

The purpose of these technical regulations is to ensure that all competitors will, as far as possible, be able to compete with equipment that is of an equivalent standard. It is also the objective of these technical regulations to contain the costs of acquiring and maintaining equipment.

To ensure compliance all components comprising the engine package i.e. Clutch sprocket, clutch drum, rear sprocket, exhaust manifold, silencer etc. will be stamped with an identifying stamp. Teams should make arrangements to have these components stamped by no later than round 2 of the 2020 season.

1. Kart Numbers.

- 1.1. 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. Bibs & rear bumpers:
 - 1.1.1. Minions 10cm (100mm) minimum
 - 1.1.2. Midgets 12cm (120mm) minimum.
 - 1.1.3. All other Classes 14cm (140mm) minimum.
- 1.2. Competition numbers must be present and legible on the side pods in the same upright bold fonts as above. The backing for these side pod numbers must be the class colour. No other colours are permitted. For the purpose of TV & marketing, the recommended size for these numbers is 80mm
- 1.3. The backing must be of a uniform single colour as defined in these regulations. The numbers must be standard font "ARIAL" or similar and in an unbroken colour without borders, edging or shadow.
- 1.4. For the purpose of timekeeping all race numbers must be bold upright (no italics) font similar to ARIAL. Script type numbers are not permitted. Neither neon coloured numbers and or backgrounds are permitted
- 1.5. It is permissible that numbers and background may be painted on bodywork having a flat or minimal curved surface providing the numbers can be easily read at an oblique angle 45° from the front by the Timekeepers/Lap Scorers. The numbers and background must comply with the above requirements in respect of dimension and colours. The plates must be fixed in such a manner so as not to bend or otherwise change their attitude in the airflow.
- 1.6. Any team not conforming may be black flagged.
- 1.7. KZNC 4SSS class reserves the first 10 numbers in the allocated number series to denote the finishing order of the previous year Championship results. Any teams selecting other numbers must advise the Organizer within 10 days of the first event. A kart that is sold to a new team, or a team that changes its name, during the current season, must apply for a new number. Numbers allocated to teams will become available for reallocation if a team fails to register for the new season.
- 1.8. Any other numbers must also be registered in the same time frame, if out of sequence, or special numbers.
- 1.9. KZNC 4SSS – White backing plate with black numbers.
- 1.10. Champions in the various classes will be allocated the number "1" with appropriate backing plate and number colour for the class.
- 1.11. All novice drivers are required to wear an "X" on the back of their crash helmets and the rear number plate, for at least two races at the discretion of the Clerk of the course.

2. The broader spectrum of Technical Control:

- 2.1. The Organizer reserves the right to inspect or halt any kart which is deemed to have been illegally modified, in any way. If the motor/s has to be dismantled, the cost of reassembly is for the account of the owner of that kart.
- 2.2. Where not specifically mentioned in these technical rules, any change to the technical specifications of any kart is disallowed.

2.2.1. This includes and is not limited to:

- 2.2.1.1. Engines
- 2.2.1.2. Drive Train
- 2.2.1.3. Brakes
- 2.2.1.4. Chassis
- 2.2.1.5. Wheels
- 2.2.1.6. Tyres
- 2.2.1.7. Seats
- 2.2.1.8. Rear Axle
- 2.2.1.9. Side Pods and other plastics
- 2.2.1.10. Fuel

At any time, during or between events, the Organizer, the CTC, or the Clerk of the course may be approached regarding this matter, providing the protest procedure per paragraph 11 of the Rules and Regulations is adhered to. In the event of a dispute, any contravention of the technical regulations will be deemed to afford an advantage, until the contrary is proven beyond reasonable doubt, by the entrant/competitor.

- 2.3. Only homologated parts are accepted, except where specifically allowed, any other variations made are deemed to be illegal.

2.3.1. This includes and is not limited to:

- 2.3.1.1. Adding additional components to any part of your engine and connected parts that are not specifically allowed in these rules. Should you wish to confirm technical validity of such, it must be presented to the committee first prior to race day for consideration before it being allowed by way of including it in these rules.

- 3. Teams remain responsible for the kart presented for scrutineering, and if found to be contravening specification, cannot blame a third party for the infringement.

4. Engine strip as a result of Clerk of the Course instruction.

- 4.1. The engine/s will be removed in parc ferme immediately after the completion of an event and placed in a sealed box. The team manager will sign the Notification to present engine/s for stripping. The engines will be sent to the officially appointed engine builder who will strip the engine and submit a report to the event officials for adjudication of the protest. The inspection process will involve the stripping of the entire engine, which will require the replacement of certain parts and gaskets at a cost to the team or team that lodged the protest, depending if the protest is upheld or not.
- 4.2. The officials of the event will make a ruling. Once the ruling has been passed down to the competitor the engine will be reassembled and sealed by the officially appointed engine builder of the series.
- 4.3. The engine/s will not be released back to the team until the cost of stripping, assembly and parts have been paid to the organiser.
- 4.4. Please refer to section 6 for further details on Dyno procedures.

5. Engine strip as result of broken seals.

- 5.1. For the procedure for stripping, assembling and sealing an engine/s as a result of broken seals please refer to paragraph 3 above.

6. Voluntary and Mandatory dyno testing and sealing of engines.

- 6.1. Teams may voluntarily submit their engines (with unbroken seals) for re-sealing and/or servicing at any time during the year.
 - 6.2. Teams are required to present their engines for mandatory dyno of engines throughout the year according to below:
 - 6.2.1. All engines must be presented for dyno testing after every 5 events.
 - 6.2.2. Where an engine has not been presented for mandatory dyno testing after 5 consecutive races, points will be withheld from that team for future events until testing has been done.
 - 6.2.3. Committee will provide engine seal, serial, result and dyno testing dates for all teams to view
 - 6.3. This will not involve a full engine strip, unless the officially appointed engine builder finds an infringement of the technical regulations.
 - 6.4. The cost for testing engines are for the competitor at the prevailing rate provided by the engine builder.
 - 6.5. The cost for servicing will be at the current rate provided by the official engine builder per engine plus the cost of the new seals and any parts that may be required to bring engine into the required specifications. A full service will consist of clutch, oil change, spark plug, tappet reset.
7. Engines removed for testing need to include fuel line from the fuel pump onwards, as well as the exhaust system and throttle system.

Note: It is up to each team to determine whether any changes they make are accepted within the ambit of these rules. Any variance to these rules is considered a breach of these regulations.

8. General Dyno Procedure:

- 8.1. Contact Punjabi race engines to arrange your dyno booking.
- 8.2. Drop off your engine at Punjabi race engines Workshop
- 8.3. Punjabi race engines will provide an indication as to when the engine will be completed. Please call and confirm that the engine is ready for collection prior to arriving at the workshop.
- 8.4. Official results will be reported to you from the dyno and you may collect your motor. The committee will be made aware of any report worth noting.
- 8.5. Full dyno testing parameters and results will be made available to the committee
- 8.6. If engine is overpowered, changes will need to be made to bring the motor back into the right specifications. Seal will be broken, and changes made and resealed. It is for your cost to bring the motor back into spec if parts are required.
 - 8.6.1. If the engine is overpowered and the official report provided by the engine builder states that it is overpowered because of incorrect parts being used or unauthorized changes made to the engine not within the KZNKC 4SSS rules, then the engine may be found to be illegal as a results of this. If the engine was pulled on a race day, the results for the day may be changed and the competitor disqualified from results if found illegal.
- 8.7. If engine is underpowered, changes can be done to bring back into spec at your request and at your cost. Seal will be broken and resealed once complete. It is for your cost to bring the motor back into spec.
- 8.8. When engine is pulled on a race day, it will be boxed and sealed in the presence of the COC, Scrutineer and competitor and will remain sealed until the day of the dyno. At least one additional Committee member will be present during the dyno run as witness. The KZNKC 4SSS will carry the cost of this dyno test session.

Costs to bring the engine back into spec and sealed again if found overpowered will be for the competitor. It is the competitor's choice to bring back up to spec and sealed again if the motor is underpowered, this will be for their own cost. If the motor is found to be illegal, it will be reported to the committee with a full report and the reasons for it being illegal.

8.9. No team member or team manager or KZNKC 4SSS Committee member who is also a driver member for the same class (to avoid a potential conflict of interest) will be allowed to be present during dyno testing. This is to protect the interests of the club, the engine builder and to ensure the process cannot be influenced by others in any way.

SPECIAL NOTE: It must be made clear that the engine builder provides the service of engine dyno exclusively to the KZNKC 4SSS. The process of executing a dyno run takes time and must be executed in a controlled environment by a trained professional using specialist equipment. A typical dyno run can take up to 1 hour if there are no issues. Your motor is also inspected for technical compliance prior to the dyno run i.e. spark plugs, carburettor, exhaust etc. This takes time and must be conducted with focus and no distractions. Making changes to the motor to bring into spec can take several hours depending on the changes required. The engine builder will not be able to offer a service where you "arrive and dyno". The club has asked Punjabi Race engines to ensure that this is not entertained and that it is not acceptable to have teams present during every dyno test. If one team is entertained to be present during the dyno, then all other teams need to be entertained as well, which is not practical and is counterproductive and doesn't allow for planning to be done. One cannot expect that the dyno only be run when all parties are present and available. This was allowed in the past and resulted in many frustrated people trying to coordinate dates and times and also resulted in individual opinions getting in the way of the experts doing their work. We've had teams present during a dyno, and then team members who were not present at the time laying complaints with the committee that the dyno was not done properly since they didn't like the results. It is unfair to Punjabi Race engines to entertain such and to accept abuse from our members where some would argue that the dyno is not being done correctly or fairly when they themselves have not received the proper training on how the equipment and process works or may be pushing their own agenda. Entertaining this results in unnecessary disputes that the committee has decided not to entertain again in future.

In exceptional circumstances, you can request that an additional **NON-DRIVER MEMBER of the committee** be present during your dyno test. This is the norm when an engine is pulled on a race day by race officials. At present, Steve Pieterse has been appointed to oversee such.

9. Mechanical changes and allowances during an event.

- 9.1. Only one kart (chassis) may be used per team in any one event.
- 9.2. Any components may be changed during the race, including the motor/s, as long as the changes comply with the rules, and have been presented for scrutineering prior to being fitted.
- 9.3. All work/repairs on karts that require any kind of tool are to be carried out in the competitor's pit or designated pit area where drivers can safely work on their karts and not in the driver change/refuel area.
 - 9.3.1. This includes any work that requires cable ties or tape
 - 9.3.2. This includes any work that requires any kind of tool

10. To, reduce costs, the following are NOT allowed.

- 10.1. Special tyre changing equipment other than standard tyre changing tools supplied for use in karting
- 10.2. Tyre warmers or tyre chemicals.
- 10.3. No pit to driver communications.
- 10.4. On board tuning devices.
- 10.5. No fuel additives.
- 10.6. You MAY NOT open and build your own engines.
- 10.7. You MAY NOT use any other equipment on the engine assembly not permitted in these rules. It is expected that you race with parts as originally supplied and no modifications are allowed.

11. 8. Transponders.

- 11.1. Transponders must be mounted on the bib on a vertical line that intersects at 90 degrees to the horizontal line between the stub axles.

NB: If it is not in these rules it is not permitted.

NB: It is not the responsibility of the engine builder to automatically increase the engine power to the maximum output allowed in these regulations. This will only be done at the specific instruction of the team as an extra cost modification.

PART B: ENGINES.

NB: It is not the responsibility of the engine builder to automatically increase the engine power to the maximum output allowed in these regulations. This will only be done at the specific instruction of the team as an extra cost modification.

1. 390 CLASS (ENDURANCE AND SPRINT 390)

1.1. ENGINES

- 1.1.1. Only Honda GX 390 model T1, T2 and H1 OEM engines supplied by Punjabi Race engines or supplied in original box and remains sealed in the box, stock engines will be allowed to compete in the series. Engines supplied will be sealed, together with a dynamometer report indicating that the horsepower is within the following parameters.
- 1.1.2. Only OEM Honda or Hoffman carburettors (Class dependant) with size .92 jet and standard emulsion tube are permissible.
- 1.1.3. Only OEM Briggs and Stratton series approved fuel pumps are permissible.
- 1.1.4. Horsepower = Max: 22.5 as per the software output of the dynamometer calibrated at the beginning of the season. Upgrades to the dynamometer's sensors and software modules may require re-calibration of the dynamometer itself, resulting in a change of the maximum horsepower reading. This may result in a different reading as per the regulations and members will be notified of this when the dynamometer changes. All care is taken to ensure that when re-calibration occurs resulting in a change in readings, the maximum output reported by the software is still in line with the series' base tests at the beginning of the season. In the event the dynamometer has a different reading to the base reading, all new tests will be conducted according to the new base test results.
- 1.1.5. The following modifications, to be carried out by the appointed engine builder only, will be permitted:
 - 1.1.5.1. The governor may be removed.
 - 1.1.5.2. The oil cut out relay may be removed.
 - 1.1.5.3. Accelerator linkages and routing are free. Only foot operated accelerator mechanisms are permitted.
 - 1.1.5.4. Air induction is by means of the standard OEM air filter, or as an option, the K&N Red filter may be substituted.
 - 1.1.5.5. Exhaust and manifold. Only standard exhausts and manifolds as supplied with engine package are permitted.
 - 1.1.5.6. Spark plugs. Only NGK BPR6ES spark plugs are permitted. Spark plugs must remain standard. Filing of electrodes or machining of thread body to allow indexing is strictly forbidden.
 - 1.1.5.7. An OEM electric self-starter may be fitted.
- 1.1.6. All motors must remain sealed at all times. Broken seals will lead to exclusion from the results and technical check of the motor.
- 1.1.7. Where necessary for repairs, and to keep costs under control, only the Official Engine builder may substitute OEM Honda parts with compatible OEM Hoffmann parts and vice versa.
- 1.1.8. New engines supplied with a temporary seal, may be run in and used in ONE race. The engine MUST be returned to the officially appointed engine builder after one race, to be dynamometer tested and a permanent seal fitted. Failure to return the engine before the next race will result in the engine being impounded at the next race to be dynamometer tested and sealed. Penalty as per penalty schedule.
- 1.1.9. An engine may be changed during an event provided it has been dyno tested and sealed by the officially appointed engine builder, scrutinised and a scrutiner's sticker affixed for that event. Penalty as per penalty schedule.

1.2. Drive train.

- 1.2.1. The drive train consisting of clutch, sprockets and chain will be supplied with the engine, when purchased.
- 1.2.2. Final drive. The final drive will be by chain and sprocket as specified by the organiser.
- 1.2.3. Front sprocket = 15 teeth of .428 pitch Rear sprocket = 45 teeth of .428 pitch Chain = .428 pitch
- 1.2.4. Clutch. Noram Premier centrifugal dry type clutch with blue springs as supplied by the organiser, to allow a clutch engagement speed of 2200rpm.

1.3. Brakes and Braking system.

- 1.3.1. The brake system is free within the following parameters.
 - 1.3.1.1. Single disc acting on the rear axle.
 - 1.3.1.2. One single piston OEM brake calliper as supplied with chassis.
 - 1.3.1.3. One two piston aftermarket replacement brake calliper of the following type:
 - 1.3.1.3.1. Speed EVO system. Homologation number: CIK/FIA153-16/FR/14 17-18/FR/17.
- 1.3.2. A back up cable operated brake linkage must be fitted to all karts.

1.4. Chassis.

- 1.4.1. Chassis are not controlled but must be FIA/CIK homologated chassis.

1.5. Wheels and tyres.

- 1.5.1. Only full slick tyres are allowed
- 1.5.2. Front maximum wheel width between bead = 135mm. Rear wheel width between bead = 215mm
 - 1.5.2.1. Kindly ensure your wheels comply with this rule to avoid penalty
- 1.5.3. TYRES:
 - 1.5.3.1. Tyres front = 10x4.50k404GX 4pr TL- KENDA.
 - 1.5.3.2. Tyres rear = 11x7.10 -5404GX 4pr TL-KENDA.
 - 1.5.3.3. Competitors may use a maximum of 3 sets of tyres for a full season, except where explicitly allowed otherwise in the regulations for a particular event. Refer to penalty schedule for non-compliance.
- 1.5.4. Teams must purchase KENDA tyres from Punjabi Race engines, who will then register/allocate serials against kart registered in the series and be allocated. Teams may purchase and use all allocated sets of tyres for the entire year upfront if they wish and alternate use of each set between race meetings. Tyres cannot be mixed at the same race meeting. Once a set of tyres have been registered/scrutineered for use for that race meeting unless allowed by the COC under exceptional circumstances (damaged tyres).

- 1.5.5. In order for the club to ensure affordable pricing for the supply of KENDA tyres, members must procure new sets from Punjabi Race engines.
- 1.5.6. It is prohibited to use any chemical treatment, or other means to artificially enhance the performance of tyres during official practice, qualifying and racing.
- 1.5.7. All tyres must be registered either by marking or scanning by the Chief Scrutineer or his assistant. It is the competitor's responsibility to ensure all race tyres are marked/scanned before an event, or that previously used race tyres are on the kart before scrutinizing on the day. Tyres are marked and registered against the name of the competitor.
- 1.5.8. A register will be kept, noting all tyre serials and event dates.
- 1.5.9. Note: A race meeting (event) may consist of more than one heat and no more than 3 heats
- 1.5.10. From the start of any event, only the marked tyres may be used. Tyre identification may be checked at any time during an event. Tyre/s rendered unusable, in the opinion of the Clerk of the course and the Technical Consultant, during an event may be replaced. They must be replaced with used tyres, whether previously marked or not. The replaced tyre/s must be marked/remarked, before being fitted under the control of the Technical Consultant. No penalty applies if this procedure is followed.
- 1.6. An electronic log will be implemented to control the above regulations. (Only officially appointed persons can enter the data into the log.)
- 1.7. Rear axle.**
- 1.7.1. The rear axle will be of hollow steel with an outside diameter of 50mm or 40mm (depending on the chassis standard fittings). No differential of any type is permitted. Maximum width of the rear axle, measured between the outer edges of the wheel rims, must not EXCEED 1400mm
- 1.8. Minimum weight.**
- 1.8.1. The minimum weight of the kart including driver will be 190kg from commencement of free practice. All ballast MUST be attached to the kart chassis in a suitable weight bracket. See Penalty Schedule document for underweight penalties
- 1.8.2. Penalty for infringing: 1.7.1 Underweight penalty as per penalty schedule
- 1.9. Seats.**
- 1.9.1. Only seats approved by the Organizer may be used.
- 1.10. Side pods, bibs, rear bumpers and nose cones:**
- 1.10.1. All karts will be equipped with the regulation side pods, bibs and nose cones. As specified by the organizer or FIA/CIK homologated units. They shall remain in position at all times. No substitutes allowed.

1.11. Fuel.

- 1.11.1. Competitors will provide their own fuel for practice qualifying and race. Only fuel from pump 3 at VANS garage will be permitted for the race, fuel must be placed, in suitable containers clearly marked with the competitors name, in the refuel area. Refer to rule 12 of the KZNKC 4SSS Rules and Regulations for refueling procedure.
- 1.11.2. Fuel may not be stored in competitor pits after the start of free practice.
- 1.11.3. Fuel additives are not permitted. The organizer reserves the right to replace any fuel suspected of having additives.
- 1.11.4. ANY modifications to the flow of fuel from the fuel tank through the carburettor are not allowed. This includes modifications and/or addition of parts to fuel pumps, fuel lines, carburettors, fuel coolers and any other part that controls the delivery of fuel to the engine. This will immediately be deemed an advantage over others and penalty will be applied as per the penalty schedule.

1.12. Repairs, servicing and maintenance of engines.

- 1.12.1. Routine servicing and maintenance, such as oil, filters, spark plug changes, clutch lubrication and tappet clearance settings may be undertaken by the team. Any repair or maintenance that requires the engine seal to be broken MUST be undertaken by the officially appointed engine builder.
- 1.12.2. Repairs, rebuilding and maintenance of engines.
- 1.12.3. All engines will be sealed, at all times, by the officially appointed engine builder for each Class.
- 1.12.4. Should an engine/s need to be worked on, parts replaced, or a general check be done to the motor\s, the following procedure will be adhered to:
 - 1.12.5. The engine will be delivered to the officially appointed engine builder for that Class. All work will be carried out by the officially appointed engine builder, after which the motor\s will be resealed.
Numbered seals will be fitted to each engine prior to delivery by the Organizer. These must remain intact. A broken seal will result in exclusion.
- 1.12.6. In order to control the parts used and or replaced, only OEM engine spares available from an appointed OEM agent will be accepted as replacement engine parts. Any parts requiring further machining will be carried out by an approved engineering company. During this stage the balance of the motor\s will remain in the custody of the officially appointed engine builder until such time as the refurbished parts are returned and checked for compliance by the CTC of the series.
- 1.12.7. The only person allowed to strip and reassemble any motor/s is the officially appointed engine builder or his appointed representative for each class.
- 1.12.8. Motors must be presented with intact seals.

1.13. Official engine builder.

- 1.13.1. Punjabi Race engines, Idube raceway is the officially appointed engine builder. They will be responsible for the servicing, repair, sealing, dyno testing of all engines to be used in the KZNKC 4SSS series. It is the responsibility of the official engine builder to report any irregularities and to maintain a logbook of all engines in the series, in which will be recorded the engine make and model, plus dyno results after each dyno test.

It is the explicit wish of the Organizer that this series becomes a training ground and a natural outlet for persons wishing to compete under normal motor sport conditions. The series is designed to be affordable, fair and for your enjoyment and your training to greater heights, let's keep it that way.

Minions 50CC CLASS

2. ENGINES

3.1.1. Only Honda GX H50 engines supplied by Punjabi Race engines, stock engines will be allowed to compete in the series. Engines supplied will be sealed, together with a dynamometer report indicating that the horsepower is within the following parameters.

3.1.2. Horsepower = Max: Engine too small to turn the dyno. As supplied

3.1.3. The following modifications, to be carried out by the appointed engine builder only, will be permitted:

3.1.4. The governor may be removed.

3.1.5. The oil cut out relay may be removed.

3.1.6. Accelerator will be supplied with the engines. Only foot operated accelerator mechanisms are permitted.

3.1.7. Air induction is by means of the standard OEM air filter, or as an option, the green air filter may be substituted.

3.1.8. Only manifolds and silencers as supplied with the engines package are permitted.

3.1.9. Spark plugs. Only NGKCR5 spark plugs are permitted. Spark plugs must remain standard. Filing of electrodes or machining of thread body to allow indexing is strictly forbidden.

3.1.10. All motors must remain sealed at all times. Broken seals will lead to exclusion from the results and technical check of the motor.

3.1.11. New engines supplied with a temporary seal, may be run in and used in ONE race. The engine MUST be returned to the officially appointed engine builder after one race, to be dynamometer tested and a permanent seal fitted. Failure to return the engine before the next race will result in the engine being impounded at the next race to be dynamometer tested and sealed .

3.1.12. An engine may be changed during an event provided it has been dyno tested and sealed by the officially appointed engine builder, scrutinised and a scrutiniser's sticker affixed for that event. The engine may only be changed under the supervision of the scrutinizer

Penalty as per penalty schedule.

3.2. Drive train.

3.2.1. The drive train consisting of clutch, sprockets and chain will be supplied with the engine, when purchased.

3.2.2. Final drive. The final drive will be by chain and sprocket as specified by the organiser.

3.2.3. Front sprocket = 16 teeth of .219 pitch Rear sprocket = 89 teeth of .219 pitch Chain
= .219 pitch 3.2.4. Clutch. Centrifugal as supplied by Engine Builder.

3.3. Brakes and Braking system.

- 3.3.1. The brake system is free within the following parameters.
- 3.3.2. Single disc acting on the rear axle.
- 3.3.3. One single piston OEM brake calliper as supplied with chassis.
- 3.3.4. A back up cable operated brake linkage must be fitted to all karts.

3.4. Chassis.

- 3.4.1. Restricted to a Cadet Kart Chassis, Any Brand Chassis are free but must be FIA/CIK homologated chassis.

3.5. Wheels and tyres.

- 3.5.1. Front maximum wheel width between bead = 115mm. Rear wheel base outer width of a maximum of 130mm. Kindly ensure your wheels comply with this rule to avoid penalty
- 3.5.2. Tyres
front=
MojoC2
- 3.5.3. Tyres
rear = Mojo
C2
- 3.5.4. It is prohibited to use any chemical treatment, or other means to artificially enhance the **performance of tyres during official practice, qualifying and racing.**
- 3.5.5. Teams must use one set of new MOJO tyres for a minimum of 5 (five) consecutive race meetings in which the team has taken part.
- 3.5.6. All tyres must be registered/ marked by the Chief Scrutineer or his assistant. Marking will take the form of an encoded marker/impression or suitable indelible colouring configuration as deemed prudent by the technical committees. It is the team's responsibility to ensure new tyres are marked before an event, or that previously used race tyres are on the kart before scrutinizing on the day. Tyres are marked and registered against the name of the competing team.
- 3.5.7. A register will be kept, noting all team tyre markings and event dates.
- 3.5.8. ***Note: A race meeting (event) may consist of more than one heat***
- 3.5.9. From the start of any event, only the marked tyres may be used. Tyre identification maybe checked at any time during an event. Tyre/s rendered unusable, in the opinion of the Clerk of the course and the Technical Consultant, during an event may be replaced. They must be replaced with used tyres, whether previously marked or not. The replaced tyre/s must be marked/remarked, before being fitted under the control of the Technical Consultant. No penalty applies if this procedure is followed.
- 3.5.10. An electronic log will be implemented to control the above regulations. (Only officially appointed persons can enter the data into the log.)
- 3.5.11. **Full wet weather tyres are not allowed.**

3.6. Rear axle.

3.6.1. The rear axle will be of hollow steel with an outside diameter of 25mm (depending on the chassis standard fittings). No differential of any type is permitted. Maximum width of the rear axle, measured between the outer edges of the wheel rims, must not exceed 1150mm.

3.7. Minimum weight.

3.7.1. The minimum weight of the kart including driver will be 75kg from commencement of free practice. All ballast MUST be attached to the kart chassis in a suitable weight bracket. See penalty schedule for underweight penalties.

3.7.1.1. **Underweight as a result of losing a component.** At the sole discretion and under supervision of the Clerk of the Course or Chief Scrutineer, the kart, with the same driver, may be re-weighed after the component has been replaced and before re-joining the race, **without penalty**. The Clerk of the Course or Chief Scrutineer must sign off the weight record. Failure to re-weigh the kart with same driver, under supervision of the Clerk of the Course or Chief Scrutineer, before re-joining the race will result in disqualification even if the kart is subsequently compliant with Technical rule 8.

3.8. Seats.

3.8.1. Seats may consist of any material, but must be CIK/FIA approved.

3.9. Side pods, bibs, rear bumpers and nose cones:

3.9.1. All karts will be equipped with the regulation side pods, bibs and nose cones. As specified by the organizer or CIK/FIA homologated units. They shall remain in position at all times. No substitutes allowed.

3.10. Fuel.

3.10.1. Teams will provide their own fuel for practice qualifying and race. Only 93 or 95 Octane pump fuel is permitted. For the race, fuel must be placed, in suitable containers clearly marked with the team name, in the refuel area. Refer to rule 12 of the Prokart Rules and Regulations for refuelling procedure.

3.10.2. Fuel may not be stored in competitor pits after the start of free practice.

3.10.3. Penalty as per penalty schedule.

3.10.4. ANY modifications to the flow of fuel from the fuel tank to the carburettor are not allowed. This includes modifications and/or addition of parts to fuel pumps, fuel lines, carburettors and any other part that controls the delivery of fuel to the engine. This will immediately be deemed an advantage over others and penalty will be applied as per the penalty schedule.

3.11. Repairs, servicing and maintenance of engines.

3.11.1. Routine servicing and maintenance, such as oil, filters, spark plug changes, clutch lubrication and tappet clearance settings may be undertaken by the team. Any repair or maintenance that requires the engine seal to be broken MUST be undertaken by the officially appointed engine builder.

3.12. Repairs, rebuilding and maintenance of engines.

3.12.1. All engines will be sealed, at all times, by the officially appointed engine builder for each Class.

3.12.2. Should an engine/s need to be worked on, parts replaced, or a general check be done to the motor/s, the following procedure will be adhered to:

3.12.3. The engine will be delivered to the officially appointed engine builder for that Class. All work will be carried out by the officially appointed engine builder, after which the motor\’s will be resealed. Numbered seals will be fitted to each engine prior to delivery by the Organizer. These must remain intact. A broken seal will result in exclusion.

3.12.4. In order to control the parts used and or replaced, only OEM engine spares available from an appointed OEM agent will be accepted as replacement engine parts. Any parts requiring further machining will be carried out by an approved engineering company. During this stage the balance of the motor\’s will remain in the custody of the officially appointed engine builder until such time as the refurbished parts are returned and checked for compliance by the CTC of the series.

3.12.5. *The only person allowed to strip and reassemble any motor/s is the officially appointed engine builder*

or his appointed representative for each class.

3.12.6. *Motors must be presented with intact seals.*

3.13. Official engine builder.

3.13.1. Punjabi Race engines, Idube raceway is the officially appointed engine builder. They will be responsible for the servicing, repair, sealing, dyno testing of all engines to be used in the KZNKC 4SSS series. It is the responsibility of the official engine builder to report any irregularities and to maintain a logbook of all engines in the series, in which will be recorded the engine make and model, plus dyno results after each dyno test.

3.14. It is the explicit wish of the Organizer that this series becomes a training ground and a natural outlet for persons wishing to compete under normal motor sport conditions. The series is designed for your enjoyment and your training to greater heights, let’s keep it that way.

3. MIDGET CLASS

3.1. ENGINES

3.1.1. Only Honda GX 160 engines supplied by Punjabi Race engines, stock engines will be allowed to compete in the series. Engines supplied will be sealed, together with a dynamometer report indicating that the horsepower is within the following parameters.

3.1.2. Only OEM Honda or Hoffman carburettors with size .68 jet and standard emulsion tube are permissible. 4.1.3. Only

OEM Briggs and Stratton series approved fuel pumps are permissible.

4.1.4. Horsepower = **Max: 10.2hp** as per the software output of the dynamometer calibrated at the beginning of the season. Upgrades to the dynamometer's sensors and software modules may require re- calibration of the dynamometer itself, resulting in a change of the maximum horsepower reading. This may result in a different reading as per the regulations and members will be notified of this when the dynamometer changes. All care is taken to ensure that when re-calibration occurs resulting in a change in readings, the maximum output reported by the software is still in line with the series' base tests at the beginning of the season. So in the event the dynamometer has a different reading to the base reading, all new tests will be conducted according to the new base test results.

4.1.5. The following modifications, to be carried out by the appointed engine builder only, will be permitted:

4.1.6. The governor may be removed.

4.1.7. The oil cut out relay may be removed.

4.1.8. Accelerator will be supplied with the engines. Only foot operated accelerator mechanisms are permitted.

4.1.9. Air induction is by means of the standard OEM air filter, or as an option, the green air filter may be substituted.

4.1.10. Only manifolds and silencers as supplied with the engines package are permitted.

4.1.11. Spark plugs. Only NGK BPR6ES spark plugs are permitted. Spark plugs must remain standard. Filing of electrodes or machining of thread body to allow indexing is strictly forbidden.

4.1.12. All motors must remain sealed at all times. Broken seals will lead to exclusion from the results and technical check of the motor.

4.1.13. New engines supplied with a temporary seal, may be run in and used in ONE race. The engine MUST be returned to the officially appointed engine builder after one race, to be dynamometer tested and a permanent seal fitted. Failure to return the engine before the next race will result in the engine being impounded at the next race to be dynamometer tested and sealed .

- 4.1.14. An engine may be changed during an event provided it has been dyno tested and sealed by the officially appointed engine builder, scrutinised and a scrutiniser's sticker affixed for that event. The engine may only be changed under the supervision of the scrutinizer

Penalty as per penalty schedule.

3.2. **Drive train.**

- 3.2.1. The drive train consisting of clutch, sprockets and chain will be supplied with the engine, when purchased.
- 3.2.2. Final drive. The final drive will be by chain and sprocket as specified by the organiser.
- 3.2.3. Front sprocket = 20 teeth of .219 pitch Rear sprocket = 68 teeth of .219 pitch Chain = .219 pitch
- 4.2.4. Clutch. Centrifugal as supplied by Engine Builder. Magnum centrifugal dry type clutch with whitesprings as supplied by the organiser.

3.3. **Brakes and Braking system.**

- 3.3.1. The brake system is free within the following parameters.
- 4.3.2. Single disc acting on the rear axle.
- 4.3.3. One single piston OEM brake calliper as supplied with chassis.
- 4.3.4. One two piston aftermarket replacement brake calliper of the following type: MA20 with Homologation code: 09/RFR/20 as supplied by 4 stroke workshop.
- 4.3.5. A back up cable operated brake linkage must be fitted to all karts.

3.4. **Chassis.**

- 3.4.1. Restricted to a Mini Kart Chassis , Any Brand Chassis are free but must be FIA/CIK homologated chassis.

3.5. **Wheels and tyres.**

- 3.5.1. Front maximum wheel width between bead = 135mm . Rear wheel base outer width of a maximum of 1110mm.
- 3.5.2. Kindly ensure your wheels comply with this rule to avoid penalty
- 4.5.3. Tyres front = 10.0-5 x 4.0, Mojo Tyres
- 4.5.4. Tyres rear = 11.0-5 x 5.0, Mojo Tyres.
- 4.5.5. It is prohibited to use any chemical treatment, or other means to artificially enhance the performance of tyres during official practice, qualifying and racing.**
- 4.5.6. Teams must use one set of new MOJO tyres for a minimum of 5 (five) consecutive race meetings in which the team has taken part.

4.5.7. All tyres must be registered/ marked by the Chief Scrutineer or his assistant. Marking will take the form of an encoded marker/impression or suitable indelible colouring configuration as deemed prudent by the technical committees. It is the team's responsibility to ensure new tyres are marked before an event, or that previously used race tyres are on the kart before scrutinizing on the day. Tyres are marked and registered against the name of the competing team.

4.5.8. A register will be kept, noting all team tyre markings and event dates.

4.5.9. *Note: A race meeting (event) may consist of more than one heat*

4.5.10. From the start of any event, only the marked tyres may be used. Tyre identification maybe checked at any

time during an event. Tyre/s rendered unusable, in the opinion of the Clerk of the course and the Technical Consultant, during an event may be replaced. They must be replaced with used tyres, whether previously marked or not. The replaced tyre/s must be marked/remarked, before being fitted under the control of the Technical Consultant. No penalty applies if this procedure is followed.

4.5.11. An electronic log will be implemented to control the above regulations. (Only officially appointed persons can enter the data into the log.)

4.5.12. Full wet weather tyres are not allowed.

3.6. Rear axle.

3.6.1. The rear axle will be of hollow steel with an outside diameter of 30mm (depending on the chassis standard fittings). No differential of any type is permitted. Maximum width of the rear axle, measured between the outer edges of the wheel rims, must not EXCEED 1150mm

3.7. Minimum weight.

3.7.1. The minimum weight of the kart including driver will be 110kg from commencement of free practice. All ballast MUST be attached to the kart chassis in a suitable weight bracket. See penalty schedule for underweight penalties.

3.7.2. Underweight as a result of losing a component. At the sole discretion and under supervision of the Clerk of the Course or Chief Scrutineer, the kart, with the same driver, may be re-weighed after the component has been replaced and before re-joining the race, **without penalty**. The Clerk of the Course or Chief Scrutineer must sign off the weight record. Failure to re-weigh the kart with same driver, under supervision of the Clerk of the Course or Chief Scrutineer, before re-joining the race will result in disqualification even if the kart is subsequently compliant with Technical rule 8.

3.8. Seats.

3.8.1. Seats may consist of any material, but must be CIK/FIA approved.

3.9. Side pods, bibs, rear bumpers and nose cones:

3.9.1. All karts will be equipped with the regulation side pods, bibs and nose cones. As specified by the organizer or CIK/FIA homologated units. They shall remain in position at all times. No substitutes allowed.

3.10. Fuel.

3.10.1. Teams will provide their own fuel for practice qualifying and race. Only 93 or 95 Octane pump fuel is permitted. For the race, fuel must be placed, in suitable containers clearly marked with the team name, in the refuel area. Refer to rule 12 of the Prokart Rules and Regulations for refuelling procedure.

3.10.1.1. Fuel may not be stored in competitor pits after the start of free practice. Penalty as per penalty schedule.

3.10.2. ANY modifications to the flow of fuel from the fuel tank to the carburettor are not allowed. This includes modifications and/or addition of parts to fuel pumps, fuel lines, carburettors and any other part that controls the delivery of fuel to the engine. This will immediately be deemed an advantage over others and penalty will be applied as per the penalty schedule.

3.11. Repairs, servicing and maintenance of engines.

3.11.1. Routine servicing and maintenance, such as oil, filters, spark plug changes, clutch lubrication and tappet clearance settings may be undertaken by the team. Any repair or maintenance that requires the engine seal to be broken MUST be undertaken by the officially appointed engine builder.

3.11.2. Repairs, rebuilding and maintenance of engines.

3.11.3. All engines will be sealed, at all times, by the officially appointed engine builder for each Class.

3.11.4. Should an engine/s need to be worked on, parts replaced, or a general check be done to the motor\s, the following procedure will be adhered to:

3.11.5. The engine will be delivered to the officially appointed engine builder for that Class. All work will be carried out by the officially appointed engine builder, after which the motor\s will be resealed. Numbered seals will be fitted to each engine prior to delivery by the Organizer. These must remain intact. A broken seal will result in exclusion.

3.11.6. In order to control the parts used and or replaced, only OEM engine spares available from an appointed OEM agent will be accepted as replacement engine parts. Any parts requiring further machining will be carried out by an approved engineering company. During this stage the balance of the motor\s will remain in the custody of the officially appointed engine builder until such time as the refurbished parts are returned and checked for compliance by the CTC of the series.

3.11.7. *The only person allowed to strip and reassemble any motor/s is the officially appointed engine builder or his appointed representative for each class.*

3.11.8. *Motors must be presented with intact seals.*

3.12. Official engine builder.

3.12.1. Punjabi Race engines, Idube raceway is the officially appointed engine builder. They will be responsible for the servicing, repair, sealing, dyno testing of all engines to be used in the KZNKC 4SSS series. It is the responsibility of the official engine builder to report any irregularities and to maintain a logbook of all engines in the series, in which will be recorded the engine make and model, plus dyno results after each dyno test.

3.12.2. It is the explicit wish of the Organizer that this series becomes a training ground and a natural outlet for persons wishing to compete under normal motor sport conditions. The series is designed for your enjoyment and your training to greater heights, let's keep it that way.