



# RULES AND REGULATIONS - 2024

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## INTRODUCTION

These rules fall under the governance of the F400 Karting, and are designed to uphold the objectives and intent of this series. The Championship will be run under the affiliation of WOMZA (World Of Motorsport ZA). F400 Karting Pty Ltd. is a registered Club with WOMZA. This ruleset supersedes the rules and regulations of any other racing club or governing body.

### 1. SERIES

- 1.1 F400 Karting Pty Ltd. ("Club") events are hosted and conducted in accordance with these regulations. The classes: F400 Endurance (F400e), F400 Sprint (F400s), F400 Masters (F400m), F300, F200 Junior (F200j) & F200 known collectively as F400 Karting (or "Series"); the combined results of which constitute the F400 Endurance, F400 Sprint, F400 Sprint Master, F300, F200 Junior & F200 Karting Championships. Their organisation is held exclusively by the Club.
- 1.2 By registering as a member and entering any event; teams, drivers and parents acknowledge that participation is governed by these regulations
- 1.3 (as may be from time-to-time amended or supplemented by the club).
- 1.4 **Any actions or measures upon which these rules, technical specifications or supplementary regulations are silent will be assumed to be prohibited.**
- 1.5 The Series reserves the right to amend the rules and regulations without notice in the interest of the club, the sport and its competitors.
- 1.6 ("Team") refers to endurance teams and all individual participating drivers.

### 2. 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 enough entries to make the event financially viable.
- 2.3 Races up to 180 min race time:
  - 1<sup>st</sup> place 30 points, 2<sup>nd</sup> place 27 points, 3<sup>rd</sup> place 25 points, 4<sup>th</sup> place 23 points, 5<sup>th</sup> place 21 points, 6<sup>th</sup> place 20 points and 1 point less per finishing position. All classified finishers from 25<sup>th</sup> place down will score 1 point.
- 2.3.1. Races exceeding 180 min of race time will be scored double points.
- 2.4 The season will comprise of 10 race weekends each race weekend will be broken up into individual race heats which will score toward the championship.
- 2.5 Overall 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 heats in all events excluding lowest scoring heats defined per class that will be dropped. Exclusion (DQ) from a heat cannot be dropped.
- 2.8 Within each championship the 4 lowest scoring individual heat results may be dropped. Exclusion (DQ) from a heat cannot be dropped.
- 2.9 Raceday points ties in each instance will be separated by a countback of time and distance across all heats for the day. Championship points ties will be separated by counting the highest number of race wins and thereafter by each subsequent placings and finally by comparison of the highest place achieved in the last scoring race of a tie still exists.

### 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 sole discretion, refuse or terminate the registration or participation of any team or driver.
- 3.2 All drivers must be valid WOMZA licence holders.
- 3.3 Drivers shall wear, both during official and unofficial practice and during all racing:
  - 3.3.1. A properly positioned and secured full face crash helmet with visor in position.
  - 3.3.2. Gloves that cover the hands completely.
  - 3.3.3. A protective one-piece race suit.
  - 3.3.4. Adequate footwear and socks to cover and protect the ankles.
  - 3.3.5. For F200 and F300 classes, neck braces and rib protector are recommended.

The COC will black flag any transgressing drivers to come into the pits and address the problem before releasing them back into the session. This will not be deemed a driver change or compulsory stop, similar to any other penalty stops or black flags.
- 3.4 The F400 Endurance championship is team based, and each team shall consist of a minimum of two drivers, drivers may be changed during the season.
- 3.5 F400 classes are open to those attaining at least their 14th birthday during that year, and F400 masters have to be at least 40 years old at the start of the season to qualify for the masters class.
- 3.6 All sprint classes are individual driver based, and drivers may not be changed during the season. Only the original registered driver and kart number combination will be able to score points toward the championship. Any new or substitute drivers shall compete under their own race number.
- 3.7 F300 is open to those attaining at least their 12th birthday but not attaining greater than their 16th birthday during that year.
- 3.8 F200 is open to those attaining at least their 9th birthday but not attaining greater than their 13th during that year & F200 Junior is open to those attaining at least their 6th birthday but not attaining greater than their 9th during that year
- The series owner may at his sole discretion, by application, give a driver written compensation to participate in a higher class where the driver falls below the minimum age requirement.
- 3.9 Each team will nominate a Team Manager or who will:
  - 3.9.1. Be held responsible for the conduct of the team and its drivers.
  - 3.9.2. Whenever possible or required, represent that team before event officials.
  - 3.9.3. Ensure that the team's kart and drivers are adequately prepared to complete safely within the established standards and performance parameters of the series.
  - 3.9.4. Hold a vote on behalf of the team he/she represents for when voting is required.
- 3.10 Inconsiderate, intimidatory, unsportsmanlike, reckless, dangerous, derogatory and other inappropriate conduct towards the series, competitors, organisers, promoters or event officials by any driver, team, relative or support personnel associated with that team, that can be deemed to put this series into disrepute may result in penalties / exclusion from the event / refusal of race entry / termination of membership imposed against the driver(s) and or team.

- 3.11 Drivers must be familiar with the flags of motor sport and abide by their requirements.
- Green flag / lights: Signals start of the race.
  - Yellow flag: Caution! Situation on track, no overtaking, be prepared to stop.
  - Red flag / lights: Race has been stopped; return slowly to the starting grid.
  - Blue flag: A faster kart behind you is about to lap you, keep to your line, do not slow down or deviate from your current trajectory. Be consistent and predictable and do not attempt to race the kart lapping you.
  - Chequered flag: End of heat.
  - Red and yellow striped flag: Slippery / deteriorating surface / debris on track.
  - Black flag with orange circle: Mechanical / technical / safety issue with your kart or equipment, return to the pits to rectify the issue.
  - Black and white flag: Warning for driver conduct / unsportsmanlike conduct.
  - Black Flag: Penalty / disqualification return to the pits immediately.
- 3.12 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.
- 3.13 The CoC may prevent a driver and/or team from competing if the demonstrated level of performance or competence falls below what is considered safe.
- 3.13.1. If you cannot circulate safely and predictably at a reasonable pace, compared to the current leading karts on circuit you will be shown the black flag.
- 3.13.2. 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.
- 3.14 There shall be no drinking of alcohol or smoking in the pits, this includes family, friends and general spectators.
- 3.15 Competition numbers are allocated at the beginning of the season. Teams may keep their number from the previous year's 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. Numbers must be selected before the first round of the season and may not be changed during the season. Numbers are allocated on a first come first serve basis.
- 3.16 Class numbering schemes:
- 3.16.1. F400 Endurance - Numbers 1 to 99
- 3.16.2. F400 Sprint - Numbers 401 to 499
- 3.16.3. F400 Masters - Numbers 501 - 599
- 3.16.4. F300 - Numbers 301 to 399
- 3.16.5. F200 Numbers 201 to 299
- 3.16.6. F200 Junior Numbers 101 to 199
- 3.17 All entries must be accompanied by the entry fee. A late entry fine will apply to entries and payments received after the closing date.
- 3.18 Transponders shall be mounted ONLY in the correct transponder bracket and attached to the underside of the bib or to one of the bib brackets behind the front axle. No cable ties or tape of any kind may be used directly on a transponder as means of securing it to a kart. The driver, team and team manager will be liable for the replacement cost of lost or damaged transponders.
- 3.19 Transponders must be returned to the timekeeper after parc ferme. Failing to do so will incur a penalty of R500 + courier costs. This charge will be payable before a transponder will be issued to you at subsequent race meetings.
- 3.20 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.

- 3.21 Persons who wish to lay a complaint against the conduct of drivers or officials shall do so in writing, by which the CoC shall, following considerations of such and other representations they might deem appropriate, rule upon the matter concerned as soon as a reasonably practical and either dismiss the complaint or apply an appropriate penalty.
- 3.22 Attendance at "Drivers Briefing" is mandatory for ALL drivers, random row calls will be implemented.
- 3.23 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.
- 3.24 No kart may travel at a speed faster than that of a fast walking pace (12kph) when off the circuit during a pitstop sequence. Karts may only be moved by means of a trolley in the pits, pregrid, parc ferme, service roads and on all access paths leading to and from the circuit.
- 3.25 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 start with documentation and scrutineering, no kart may enter the track until it has passed documentation and satisfied the scrutineers.
- 4.2 Race durations / changes, minimum driver changes, and mandatory pit stops (if any) shall be communicated via the event final instructions and via the official Whatsapp group and may be updated throughout the day.
- 4.3 Only officially registered drivers may drive a kart on the track during official timed sessions, 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 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. Starting grid positions may also be decided by other means from time to time.
- 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 qualifying 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 after the rest of the field has been released from pregrid and will join the back of the pack and will start from the back.
- 4.11 NO overtaking may be done from when karts are released from pregrid to lining up for the start. Karts breaking down, stopping with technical problems, or spinning may be overtaken. Any competitors who encounter an issue on their way to the grid may NOT rejoin in the middle of the field and may NOT overtake to regain their original starting position, they shall wait for the entire field to pass and rejoin the field at the back of the grid to take the start.
- 4.12 There will be no warm up lap for all classes unless otherwise advised by officials on the day.
- 4.13 Should a race be Red-Flagged the positions at the end of the fully completed lap immediately prior to the race being stopped will determine the results.
- 4.14 Races stopped within 2 laps of the start will be restarted from scratch. Races stopped after lap 3 may restart from where the previous portion of the race was stopped, races stopped after 50% race distance may be deemed to be full races.
- 4.15 Drivers will indicate their intention to exit the circuit by raising 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 refueling 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 during an officially timed session.
- 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 or a safety kart / bike. 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 under any circumstances.

## 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 kart chassis 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 official / Scrutineer, who may request to keep the outgoing part for inspection.
- 5.6 Replacement engines must be sealed in accordance with current regulations.
- 5.7 Only standard 93 or 95 octane pump fuel may be used.
- 5.8 No additives of any kind are allowed in the fuel.
- 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 / Scrutineer 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 found to be legal. If the engine is found to be exceeding the performance parameters 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 No Radio, similar voice or telemetry communications to or from the driver in the Sprint classes. Endurance Teams may use voice communication devices.
- 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 will 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 / certification of all engines will be done on the official F400 dyno.
- 6.2 See section for dyno procedure

## **7 ENGINE BUILDERS**

- 7.1 Engine builders / suppliers may apply for approval and will be issued with an audited sequence of numbered seals once approved.
- 7.2 Approved engine builders will be required to sign an agreement with F400 Karting PTY Ltd. which includes performance, quality, and ethical clauses, with punitive penalties for non compliance.
- 7.3 Any engine builder / supplier found to have contravened any technical regulations or bring the series into disrepute will be permanently removed from the approved engine builder / supplier list.

## **8 SEALS**

- 8.1 Engine and carburettor seals can only be attached by an approved engine builder and member of the technical representative team once they are satisfied that the engine meets the requirements as laid out in the technical specification and performance parameters for each class.
- 8.2 The engine and carburettor seals must remain intact at all times, no kart will be allowed to compete without intact seals.
- 8.3 The excess cable may not be trimmed shorter than 30mm from the edge of the seal. Cutting or trimming of the cable shorter could be seen as tampering.
- 8.4 Repairs to an engine or carburettor during an event which requires the removal of the seal must be done under the supervision of the Technical official / Scrutineer, a new seal will be affixed after the repairs, and the engine may be impounded after the event for inspection / testing
- 8.5 F400 specification engines may be sealed by an approved engine builder / supplier with no dyno testing required at the following specification:
- 8.5.1 A maximum of 2.5 mm skimmed off the head.
- 8.5.2 1mm advanced timing key.
- 8.5.3 A minimum of one thick head gasket.
- 8.6 All engines must be dyno tested at least once during the season.

## 9 COMPLIANCE CHECKS

- 9.1 The club reserves the right to perform compliance checks on any components or to impound components for technical inspection after an event, including fuel and oil samples.
- 9.2 The impounded components or samples will be sealed and only opened by the technical representatives on the date of the compliance tests / checks.
- 9.3 The club will carry the costs of compliance checks for legal components only.
- 9.4 Should any components be found to be outside of the specifications or regulations the cost of the tests will be for the competitors account. The competitor will also be disqualified from the entire event where the non conforming components were used.
- 9.5 The date of the compliance checks will be decided by the Club, 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 test will continue under the supervision of the technical representatives and members present.
- 9.6 Engines found over the allowed performance parameters will be checked for illegal modifications and or illegal parts. If an out of specification part or modification is found penalties will apply and guilty teams may face a lifetime ban from the club.
- 9.7 Engines found exceeding performance parameters by less than the allowed tolerance (0.2hp) will immediately have their seals cut, and brought back into the correct performance range and re-sealed before being released back to the competitor. Any cost incurred in doing so will be for the competitor's account.
- 9.8 Engines found exceeding performance parameters by more than the allowed tolerance (0.2hp) will immediately have their seals cut, and may be stripped for technical inspections before being brought back into the correct performance range and re-sealed. Any cost incurred in doing so will be for the competitor's account. The competitor will also be disqualified from the entire event where the engine was used, irrespective of how many heats the engine was used for.

## 10 SELF-SCRUTINEERING CHECKS

- 10.1 An electronic system of self-scrutineering will be used, whereby competitors will take responsibility for certain components of scrutineering. Self-scrutineering results and information will be recorded in an electronic declaration / submission.
- 10.2 Official scrutineering will cover specific scrutineering aspects, mainly focussed on safety.
- 10.3 Any self-scrutineering irregularities, inaccuracies, omissions and false or dishonest submission of self-scrutineering declarations found during parc ferme will be subject to a penalty.

## 11 TYRES (1 barcode per tyre)

- 11.1 F400 Endurance - MG RL1 (18 Barcoded tires may be used per year).
- 11.2 F400 Sprint - MG RL1 (10 Barcoded tires may be used per year).
- 11.3 F300 Sprint - MG RL1 (10 Barcoded tires may be used per year).
- 11.4 F200 Sprint - MG SC (10 Barcoded tires may be used per year).
- 11.5 Wet weather tires are not permitted.
- 11.6 Teams may only change tires during an event after notifying the CoC or Technical official / Scrutineer of the replacement tyre's barcode, which will be recorded and form part of your annual allocation.
- 11.7 Whether a tyre is new or used is irrelevant, each tyre used will be recorded and counted towards your maximum allowable barcodes for the year. Tires are monitored on an individual basis and not in sets.
- 11.8 Tyre barcodes are associated with the team / kart it is first recorded against, and may not be swapped between karts and teams.



## 12 PROTESTS

- 12.1 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.
- 12.2 A protest to be valid, must be lodged in writing directly with the Stewards or the Clerk of the Course or the Secretary of the Meeting.
- 12.3 Every protest shall be in writing, stating the name and address of the protester, one specific competitor being protested, as well as the rule the protestor believes applies and 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:
- 12.4 A protest against a 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.
- 12.5 A protest regarding starting position/s – within ten minutes of the notification of such positions.
- 12.6 A protest against another competitor, event or heat results or a decision of a Scrutineer or Clerk of the Course, must be completed by the competitor directly concerned or their team manager within 30 minutes of the result or decision being notified.

## 13 FEES & FINES

- 13.1 Fees and fines will be administered and enforced by the Club and race secretary. Repeated infringements may result in further impositions of fines as determined by the Club.
- |       |                                               |                                |
|-------|-----------------------------------------------|--------------------------------|
| 13.2  | Sprint Series Registration Fee                | R550                           |
| 13.3  | Endurance Series Registration Fee             | R850                           |
| 13.4  | F400 Endurance – Race Entry Fee               | R1850                          |
| 13.5  | F400 Sprint and Masters – Race Entry Fee      | R950                           |
| 13.6  | F300, F200 & F200 Junior - Race Entry Fee     | R900                           |
| 13.7  | Late entry & late payment fine                | R250                           |
| 13.8  | Away, Day/ Night and extended races extra     | R250 (endurance) R150 (sprint) |
| 13.9  | Dyno Testing                                  | R450                           |
| 13.10 | Transponder Fine                              | R500                           |
| 13.11 | Protest Fee (non-refundable)                  | R1500                          |
| 13.12 | Transponder rental                            | R250pd                         |
| 13.13 | Engine builder technical infringement penalty | R10000                         |

## 14 PENALTIES

Code	Penalty
A	Exclusion from results of that event
B	Exclusion from results of that heat
C	1 Lap deduction
D	30 Second addition to race time
E	Start at rear of grid
F	Ban / Termination of membership
G	Time penalty at COC discretion (5 to 60 seconds)

Description of Infringement	Post-Race Penalty	Repeat Penalty
14.1 Inconsiderate, intimidatory, unsporting, reckless, dangerous or inappropriate conduct.	B / A	A / F
14.2 Ignoring Flags.	C	B / A
14.3 Under the influence of alcohol or drugs.	A	A
14.4 Drivers briefing.	E	E
14.5 Driving in the pits or speeding in pitlane	C	A
14.6 Breach of direction of travel.	B	A
14.7 Failure to perform a driver change/pit stop (penalty per breach).	C x5	C x5
14.8 Starting procedure.	D	C
14.9 Breach scale procedure.	D / B	B / A
14.10 Breach of refuelling procedure	B	A
14.11 Improper circuit entry/exit.	D	B
14.12 Infringement on Technical Rules & Regulations or any Modifications not permitted.	A / F	A / F
14.13 Underweight any time during qualifying.	E	E
14.14 Underweight penalty per kg or part thereof.	C	C
14.15 On-circuit loss or inadequately Secured weight.	B	A
14.16 Kart Identification / Transponder mounting	D	C
14.17 Breach of tyre restrictions.	B	A
14.18 Self Scrutineering irregularity	B / A	B / A
14.19 Weaving on track	D / E	D / E
14.20 COC discretionary penalty	G	G
14.21 Underweight by more than 5kg	B	B
14.22 Failure to complete the required duration for mandatory timed pit stops (penalty per breach)		
14.22.1 Short stop by less than 15s	D	D
14.22.2 Short stop by more than 15s (for every 30s or part thereof)	C	C

## 15 YELLOW CARD SYSTEM

The COC and officials on race day may issue yellow cards.

Incidents and offenses on and off track by competitors, parents and crew will be subject to yellow cards.

It is the duty of every competitor to report an incident or contact with another competitor's kart to the COC or Steward within 30 minutes of the incident or end of that race. Should an incident not be reported, and external or other evidence comes to light, both competitors involved will receive a yellow card.

Where competitors are involved in an incident and it is unclear who caused the incident, no footage is provided, or conflicting incident reports are received from the competitors, the decision will be left to the COC, Stewards and/or Club's discretion.

The Club reserves the right to investigate any incidents post event and issue yellow cards at its sole discretion.

If a Competitor receives a yellow card, he or she will be penalised as follows:

- 1st Yellow Card - Warning
- 2nd Yellow Card - Warning & 5 points deduction
- 3rd Yellow Card - Warning & 30 points deduction
- 4th Yellow Card - Exclusion from the next event
- 5th Yellow Card - Suspended from the current Championship

Any competitor receiving a Yellow card will have a 30cm piece of bunting tape attached to the rear bumper for the next event.

Yellow cards do not supersede or replace existing penalties, and will be cumulative over the entire season.

## DYNO TESTING PROCEDURE

1. Testing of all engines will be done on the official dyno by the technical representative.
  - 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.
  - 1.3. The cost of dyno certification will be R450, excluding additional costs or charges.
2. Engine preparation pre-dyno
  - 2.1. The engine is to arrive at the dyno:
    - All required bolts used to seal the motor must be pre-drilled.
    - Chain guard removed
    - The throttle assembly must be fitted and fully functional.
    - Engine mountings, fuel pump and clutch with the correct ratio must be fitted and fully functional.
    - Ensure that the jet size conforms to the standard minimum jet size specified in the technical specifications engines will only be tested and certified with the standard minimum specified jet size.
3. Dyno procedure warmup & pre checks:
  - 3.1. Engine will be warmed to a minimum of 30 degrees on the engine block.
  - 3.2. Hold steady at 2000 engine rpm before commencing the acceleration run.
  - 3.3. The dyno run will be recorded from 2800 RPM to 5100 RPM.
  - 3.4. Perform three warm-up runs, which is not used in the final calculation.
  - 3.5. Check and adjust valves/tappets
  - 3.6. Check jet size and fit the correct jet if required.
4. Dyno procedure certification
  - 4.1. Five consecutive power runs will be performed.
  - 4.2. The lowest and highest torque (Nm), power (HP) and acceleration time figures will be excluded and the average of the three remaining figures will be used to determine the average power (HP), Torque (Nm) and Acceleration time figures
  - 4.3. Engines will be tested on torque and power. The engine's calculated average may not exceed the maximum of either of these parameters.
  - 4.4. Any engine found to be over the limit will have its seal cut and brought back within the correct parameters, at the cost of the competitor.
  - 4.5. Any engine found to be over the limit may be stripped and inspected for illegal modifications by the technical representative. Should no modification be found, the engine will be retested and sealed within the maximum performance specification, at the cost of the competitor.
  - 4.6. **NO** engine exceeding the maximum performance parameters will be released to the owner. It will be brought into the correct specification and sealed before being released.
  - 4.7. Engines falling within the maximum allowed performance specifications will be sealed with a numbered seal.
  - 4.8. The engine and carburettor seals must remain fully intact for the engine to be deemed eligible for use during F400 events.

# F400 & F300 TECHNICAL SPECIFICATIONS

## 1. General

- 1.1. F400 Endurance, F400 Sprint and F300 Sprint are controlled classes and no modifications whatsoever are allowed unless explicitly stated in these specifications.

## 2. Chassis

- 2.1. Only CIK homologated chassis with a single rear brake system will be allowed.
- 2.2. Chassis must remain within the CIK Homologation sheet of chosen chassis.
- 2.3. The engine side seat stay may be modified to make way for the engine.
- 2.4. Only CIK approved bodywork will be allowed.
- 2.5. Composite materials are not allowed.
- 2.6. Only CIK approved seats are permitted.
- 2.7. Only CIK approved brake systems are allowed.
- 2.8. The maximum rear width from the outer lip of the rim to the opposite outer lip is 1400 mm.
- 2.9. Only front 130 mm and rear 210 mm standard aluminium or magnesium rims are allowed. As measured from the inside of the lip.
- 2.10. A chain guard is compulsory for karts running a chain drive and must have effective protection over the top of the exposed chain.

## 3. Engine

- 3.1. Engine to be used must be the Honda GX 390 (389 cc) or Torx TX390
- 3.2. F300 Performance Specification limits, (measured in the official F400 dyno):
  - 3.2.1. F300: Power: 19.0HP
  - 3.2.2. F300: Torque is 42.5 Nm
  - 3.2.3. F300 Acceleration time: tbc
  - 3.2.4. F400 Performance Specification limits, (measured in the official F400 dyno):
  - 3.2.5. F400: Power: 23.5HP
  - 3.2.6. F400: Torque is 51 Nm
  - 3.2.7. F400 Acceleration time: tbc

Performance parameters may be revised at any time by the Club if deemed necessary.

All engines must be sealed with a 2024 seal before round 1 of the season.

All replacement parts to be supplied by Honda except where Hoffmann parts are allowed, see below:

- 3.3. Engine Modifications
  - 3.3.1. No material may be removed from any part of the engine unless otherwise specified.
  - 3.3.2. The standard fuel tank, exhaust and rev limiter must be removed.
  - 3.3.3. Bolts and washers may be used to close the holes left in the crankcase after removing the rev limiter.
  - 3.3.4. The flywheel:
    - 3.3.4.1. The flywheel may not be modified or lightened.
    - 3.3.4.2. F400: The flywheel key may be modified and the flywheel timing may be advanced by a maximum of 1mm.
    - 3.3.4.3. F300: The flywheel key may not be modified and the flywheel timing may not be altered in any way.
  - 3.3.5. The head should be skimmed for F400 specification engines by 2.5mm, engines with heads skimmed more than 2.5mm will have additional head gaskets added. The absolute maximum amount allowed to be skimmed off a head will be 3mm.
  - 3.3.6. Old mounting points for the fuel tank may be removed.

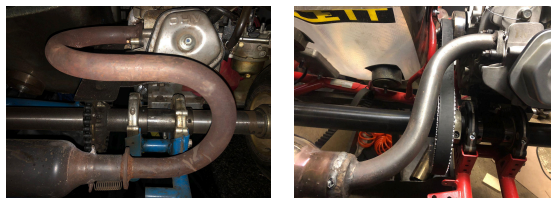
- 3.3.7. The crankshaft may be machined to accommodate the clutch.
- 3.3.8. The crankshaft may be cut or polished if the connecting rod picks up.
- 3.3.9. The crankshaft may not be modified other than to accommodate the clutch or fit an undersize connecting rod.
- 3.3.10. Valves and seats may be ground if not sealing properly, but may only be ground to the standard one uniform straight angle.
- 3.3.11. One standard OEM valve spring per valve may be used.
- 3.3.12. Standard cylinder sleeve ID 88.00 mm.
- 3.3.13. Hoffman or Honda or Torx cranks may be used.
- 3.3.14. Hoffman or Honda or Torx valves may be used.
- 3.3.15. Hoffman or Honda or Torx connecting rods may be used.
- 3.3.16. Material may be removed from the connecting rod's oil dipper to flatten the edge.
- 3.3.17. Oversized pistons may be used where needed.
- 3.3.18. Only NGK BP5ES, BP6ES, BP7ES BP8ES or NGK BP5ES, BPR6ES BPR7ES BPR8ES spark plugs are permitted.

#### **4. Carburettor**

- 4.1. Only the OEM carburettor as supplied with the engine may be used, no other aftermarket carburettors may be used.
- 4.2. No modification whatsoever to the carburettor will be allowed.
- 4.3. Only the standard main jets as supplied may be used.
  - 4.3.1. H1 / H2 engines – no smaller than 92
  - 4.3.2. T2 engines – no smaller than 105
  - 4.3.3. Torx Engine - no smaller than 99
- 4.4. Only the standard idle jet as supplied may be used.
  - 4.4.1. H1 / H2 engines – 45 jet
  - 4.4.2. T2 engines – 38 jet
  - 4.4.3. Torx engines - 45 jet
- 4.5. The removal of the choke is not permitted.

#### **5. Exhaust**

- 5.1. Only the exhaust manifold and silencer approved by the club will be allowed.
- 5.2. No modification whatsoever to the exhaust manifold or silencer supplied will be allowed.
- 5.3. The exhaust manifold must be of the one piece long or short 'S' shape type and be of a constant uniform outside diameter of 32mm tubing, and minimum 1.6mm wall thickness.



#### **6. Air Filter & Air Box**

- 6.1. The following filters are allowed:
  - 6.1.1. OEM Honda / Hoffmann paper filter, K&N red filter, Green Filter, Grey K&N type cone filter
- 6.2. No material may be removed from the filter
- 6.3. The standardised intake manifold as supplied by the club will be used for F400 specification engines.
- 6.4. No modification or removal of material of the air intake will be allowed.
- 6.5. During a wet race, the use of the standard OEM airbox or a sock or cover is permissible.
- 6.6. F300 will use the standard OEM plastic airbox as supplied with the engine.

## 7. Clutch

7.1. Only the standardised clutch options as approved by the club may be used.

7.1.1. Steel teardrop clutch cartridge.



7.1.2. Premier Titan clutch cartridge



7.2. Both designs are acceptable in chain and belt drive outers

## 8. Gearing & Drive

8.1. Chain drive - 428 pitch chains with 17z front and 45z rear sprockets are allowed.

8.2. Belt Drive - 8mm pitch toothed belt drive no wider than 30mm 28 teeth front sprocket 74 rear sprocket

8.3. Overall Final drive ratio of 2.64 (chain) 2.64 (belt)

## 9. Weights

9.1. The minimum weight of Kart and driver is:

9.1.1. F300 – 160 Kg

9.1.2. F400 – 185 Kg

9.2. All weights attached to the kart must be permanently and securely fastened with the exception of the endurance class that may have removable weights.

9.3. Permanent weights must be securely bolted to the seat, and/or on the steering column mounting point.

9.4. Removable weights must be fully contained within a tube or sleeve securely affixed to the kart by no less than three mounting points. Where multiple tubes are used the tubes must be clustered together and securely welded to each other. The angle of the tubes must be rear facing and not be less than 30 degrees from the horizontal.

9.5. Removable weight tubes must be securely mounted by three anchoring points to the kart; mounting points are as follows:

9.5.1. Seat or seat stay bolt

9.5.2. Rear axle bearing holder

9.5.3. Front radiator mount on frame near the base of seat stays

9.5.4. A tab may be welded onto the frame to accommodate karts that do not have radiator tabs affixed.

# F200 & F200 junior TECHNICAL SPECIFICATIONS

## 1. General

- a. F200 is a controlled class and no modifications whatsoever are allowed unless explicitly stated in these specifications.

## 2. Chassis

- a. Only CIK homologated 980mm chassis with a single rear brake system will be allowed.
- b. Chassis must remain within the CIK Homologation sheet of chosen chassis.
- c. The engine side seat stay may be moved to make way for the engine.
- d. Only CIK approved bodywork will be allowed.
- e. Composite materials are not allowed.
- f. Only CIK approved seats are permitted.
- g. Only CIK brake systems are allowed.
- h. The maximum rear width from the outer lip of the rim to the opposite outer lip is 1200 mm.
- i. Only front 115 mm and rear 130 to 140 mm standard aluminium or magnesium rims are allowed. As measured from the inside of the lip.
- j. A chain guard is compulsory and must have effective protection over the top of the exposed chain.

## 3. Engine

- a. Engine to be used must be the Hoffmann S3-HY7 (212 cc)
- b. Performance Specification limits, (measured in the official F400 dyno):
  - b.i. Power: 10.5HP
  - b.ii. Torque: 24 Nm
  - b.iii. Acceleration Time: tbc
- c. An Intake restrictor plate of 15mm for F200 junior and shall remain in place and unmodified in any way  
**Performance parameters may be revised at any time by the Club if deemed necessary.**
- d. All replacement parts must be Hoffmann OEM components.
- e. Engine Modifications
  - e.i. The engine shall remain box standard except for the modifications allowed in these regulations. Performance will be tuned to comply with the parameters by means of adding or removing additional head gaskets and restrictor plates
  - e.ii. No material may be removed from any part of the motor unless otherwise specified.
  - e.iii. The standard tank, exhaust and rev limiter must be removed.
  - e.iv. Bolts and washers may be used to close the holes left in the crankcase after removing the rev limiter.
  - e.v. The flywheel key may not be balanced, lightened or modified in any way and the flywheel timing may not be altered in any way.
  - e.vi. The cylinder head may NOT be skimmed.
  - e.vii. Old mounting points for the fuel tank may be removed.
  - e.viii. Crankshaft may be machined to accommodate the clutch.
  - e.ix. The crankshaft may be cut or polished if the conrod picks up.
  - e.x. Material may be removed from the connecting rod's oil dipper to flatten the edge.
  - e.xi. Valves and seats may be ground if not sealing properly, but may only be ground to the standard one uniform straight angle.
    - a.i. The crankshaft may not be lightened, balanced or modified in any way other than to accommodate the clutch.
  - e.xii. Not more than one standard valve spring per valve may be used.



- e.xiii. Only NGK BP5ES, BP6ES, BP7ES BP8ES or NGK BP5ES, BPR6ES BPR7ES BPR8ES spark plugs are permitted.

#### **4. Carburetor**

- a. Only the standard Hoffman carburetor as supplied with the 212 motor may be used.
- b. No modification whatsoever to the carburetor or jetting will be allowed.
- c. Only the standard main jet of 77 may be used.
- d. Only the standard idle jet of 35 may be used.
- e. The removal of the choke is not permitted.

#### **5. Exhaust**

- a. Only the original standard F200 exhaust as supplied by the club (part number F400SP0001) may be used, no other designs will be allowed.
- b. No modification whatsoever to the exhaust or silencer supplied will be allowed.

#### **6. Air Filter & Air Box**

- a. OEM paper filter and K&N red filters and grey K&N type cone filter may be used
- b. No material may be removed from the filter
- c. No modification whatsoever to the air box will be allowed.
- d. During a wet race, the use of a sock or cover is permissible.

#### **7. Clutch**

- a. Only the clutches approved by the club may be used.

#### **8. Gearing**

- a. Spring type clutch Chain drive 218 pitch chains with 20z front and 68z rear sprockets are allowed.
- b. Blade type clutch Chain drive 218 pitch chains with 21z front and 71z rear sprockets are allowed.

#### **9. Weights**

- a. F200 - The minimum weight of kart and driver is 115 Kg
- b. F200 junior - The minimum weight of kart and driver is 100 Kg
- c. Weights must be permanent and securely bolted to the seat, belly pan and/or on the steering column mounting point.