



2008 South African Leisure TaG (S. A. TaG) Standing Supplementary Rules & Regulations (SSr's)

Introduction:

It is the purpose of the South African Karting Commission to create FAIR, FUN and SAFE new racing programs in South Africa within the karting industry. It has observed the following changes in the industry:-

- Karting numbers have diminished over the past 3 years.
- Cost of Karting has increased.
- New CIK classes have been introduced both internationally and now locally.
- 2008 has seen the increase of classes to 14.
- Numbers of competitors per class are very low.

In an effort to unify competitors, teams, importers & manufacturers into a limited class structure. Which provides a basis for the development of a better quality of racing for the competitor. S. A. TaG is the opportunity to participate in a program available at club level and organised festival events. This produces larger fields and competitive racing not only in the front but also all the way through the field within the sport. Above all else, it is the intention of the South African Karting Commission to be dedicated to making kart-racing fun again.

Concept:

The concept is to merge certain classes together to achieve the following:-

- Increase the number of competitors in specific classes on the track.
- Increase the number of competitors participating at club level.
- Increase the number of heats on any given race day.
- Decrease the number of classes participating on any given race day.
- Create a platform for the re-introduction of older race equipment that is currently dormant and perceived to be obsolete.
- Create a platform for the introduction of new competitors into the sport.

Points scoring

Competitors will be eligible to score championship points irrespective of the number of events they participate in. Points will be scored per heat/race on the following basis in all classes (any three races shall be dropped for championship scoring purposes):

{35 – 32 – 30 – 29 – 28, etc.} Non-finishers in a particular race will be awarded 2 points less than the last-placed finisher.

The above allows non-finishers to receive a certain number of points less than the last-placed finisher does. It is clarified that, to be eligible for such points, a competitor must have triggered the timing device at least once, i.e. must have physically started the race. It is further clarified that, where there are sufficient finishers in a race that the last-placed finisher will only be eligible for 0 points, then all non-finishers will also be allocated 0 points, i.e. the 2 points less than the last-placed finisher does not become a negative score.

In the event of a tie having to be resolved to declare a winner, preference is given to the competitor having the greatest number of first places. If a tie remains, the greatest number of second places, failing this third places, and so on, is taken into account.

Should there still be a tie; the competitor having the highest score in the last heat shall take preference. In the event of tied competitors not classified in the last heat, then the previous heat's finishing order will be taken into account, and so on until the tie is resolved.

S. A. TaG Classes:

- S. A. Mini TaG: - (Mini Max and Junior ROK)
- S. A. Junior TaG: - (Junior Max and Junior ROK {ROK Cup Exhaust System})
- S. A. Senior TaG: - (Max Challenge, Max DD2, Max 175 and Super ROK)

{**Note:** - Class composition may vary from one region to another dependant on the classes available in that region}

S. A. TaG Ages:

- Mini TaG: - Open to all drivers from the year of their 11th birthday, to 31 December of the year in which their 13th birthday occurs.
- Junior TaG: - Open to all drivers from the year of their 14th birthday, to 31 December of the year in which their 16th birthday occurs.
- Senior TaG: - Open to all drivers from the year of their 15th birthday.

S. A. TaG Class Weights:

- Mini TaG: - Mini Max {**130kg**}
Junior ROK {**148kg**}
- Junior TaG: - Junior Max {**145kg**}
Junior ROK {ROK Cup Exhaust System}) {**150kg**}
- Senior TaG: - Max Challenge {**165kg**}
Max DD2 {**173kg**}
Max 175 {**175kg**} (165kg when Mojo Tyres are finished)
Super ROK {**170kg**}

S. A. TaG Class Tyres:

- Mini TaG: - Mini Max {**Bridgestone YGK**}
Junior ROK {**Bridgestone YGK**}
- Junior TaG: - Junior Max {**Mojo D1**}
Junior ROK {ROK Cup Exhaust System}) {**Bridgestone YGK**}
- Senior TaG: - Max Challenge {**Mojo D1**}
Max DD2 {**Mojo D1**}
Max 175 {**Bridgestone YGK**}
Super ROK {**Bridgestone YGK**}

S. A. TaG starting procedure:

All of the above classes will have a rolling start as per 2008 MSA Karting regulations.

Living Document:

This is a living document and as such is subject to revisions and changes as deemed necessary to continue the integrity of the S. A. TaG program. All changes will be documented by means of a South African Karting Commission memorandum as and when a weight or tyre change occurs. Any changes approved will be implemented from the next event preceding the memorandum date.

General Prescriptions:

Everything not specifically specified within these regulations will be covered by the MSA General Competition Rules & Appendices and the South African MSA Karting Regulations.

Status of S. A. TaG Racing:

S. A. TaG is limited to CLUB and Festival racing ONLY.

25th January 2007