



**STANDING SUPPLEMENTARY REGULATIONS**  
**FOR THE 2010 NORTHERN REGIONS MOTORSPORT KARTING CHAMPIONSHIP**

**MSA NORTHERN REGIONS MOTORSPORT CIRCULAR NR10/10**

**1) CLASSES**

- a. *ROK Series*
  - i. Cadet
  - ii. Junior GP
  - iii. Junior ROK
  - iv. Super ROK
  - v. 125 GP
  - vi. PowerStock (Club Series)
  
- b. *MAX Series*
  - i. Maxterino (Club Series)
  - ii. Mini Max
  - iii. Junior Max
  - iv. Max Challenge
  - v. MAX 175 (Club Series)
  - vi. DD2

For the Junior GP class the only make and type of chassis permitted are the SA KART and the ALL KART MINI KART (The latter only in regional and club events to non National license holders).

**2) REGIONAL FORMAT**

- a) The object of the championship is to declare a regional champion for the above listed regional classes.
- b) The minimum number of starter's at all regional championship events must be eight to be eligible to score points towards the championship. See MSA General Circular 6/2008.
- c) There shall be six rounds per class that count towards the championship. Dates are published below. There shall be three races for each class per regional championship event.
- d) Competitors will be allowed to drop only two heats throughout the series. Thus sixteen of the eighteen heats will count towards the championship.
- e) Competitors will be eligible to score championship points irrespective of the number of events participated in.
- f) Only members of the Northern Regions Kart Club (NRKC) will be allowed to score points towards the Northern Regions Regional Championship. Members from other regions will need to join the NRKC to participate in the championship.
- g) Race Dates

<b>ROK Series</b>	<b>MAX Series</b>
13 February @ BAR	6 March @ ZIKR
17 April @ ZIKR	24 April @ ZIKR
29 May @ BAR	8 May @ BAR
28 August @ BAR	10 July ZIKR
23 October @ BAR (anti-clockwise)	24 July @ BAR
13 November @ ZIKR	18 September @ ZIKR

**3) QUALIFYING**

- a) There shall be one timed practice session for all classes to determine the grid positions for heat one. Time trials shall consist of a ten minute practice session where each lap is timed for every driver. The time of each driver's best lap will count for the grid position. The second best lap time will be used to resolve any possible ties.
- b) Grid positions for the second heat will be determined by the finishing position of heat one. Grid positions for the third heat will be determined by the finishing position of the second heat.
- c) Each kart will be allocated a starting position on the pre-race grid. The places for non starters will be left empty, with the other competitors retaining their allocated positions.

- d) Protests regarding start positions must be carried out in accordance with Part IX of the MSA Handbook
- 4) **POINT SCORING**
- a) At the end of each heat, points will be awarded to all competitors classified as finishers.
  - b) Points will be scored per heat/race on the following basis in all classes: 35 – 32 – 30 – 29 – 28, etc.
  - c) To be classified as a finisher a vehicle must have completed not less than two-thirds (66%) of the race distance under its own power (No kart may be pushed over the finish line). Two-thirds shall be calculated by rounding off to the nearest lap. See GCR 274 (ii).
  - d) Non finishers will be awarded five points less than the last finisher. It is clarified that to be eligible for such points, a competitor must have started the race. Any driver who has received the starting signal or has triggered the timing device at the start of the race is considered as having started. See GCR 261.
  - e) In the event of a tie having to be resolved to declare a winner, the competitor having the highest score in the last heat of the last event shall take preference.
- 5) **RACE DISTANCE**
- a) Race distance per Regional heat shall be:
 

Cadet	Minimum 6 km and Maximum 12km
Junior GP & Maxterino	Minimum 10km and Maximum 18km
ROK & MAX classes	Minimum 10km and Maximum 23km
125 GP & Power Stock	Minimum 10 laps and Maximum 15 laps
- 6) **WEIGHING**
- a) It is compulsory after time trials and after each heat for all competitors and their karts in all classes to be weighed prior to entering the paddock unless otherwise instructed by the Clerk of the Course
  - b) Competitors and their karts must be weighed each time they exit the circuit for adjustments during their timed session. Any competitor not doing this will be excluded.
  - c) Scale of the day will be the instrument to be used. Scale to be checked with check weights before each race meeting.
  - d) Karts will not be driven onto the scale.
  - e) Any competitor and his kart found to be under weight for either qualifying or in the heats will be excluded but not disqualified and will score zero points for that session. Furthermore he or she will be placed at the back of the grid for the following heat. The zero score received may be dropped when scoring for the championship.
- 7) **RECOVERY**
- a) In case of a breakdown no outside assistance will be allowed except the designated recovery vehicle.
- 8) **PRACTICING**
- a) On each day of an event, before racing commences, a defined period or periods shall be allocated for practising. The minimum free practice time shall be one ten minute session for each class. The amount of practice time permitted should be increased wherever possible according to the classes being run and/or the amount of daylight available. All regulations and requirements applicable to racing except for the starting procedure shall apply to practice.
  - b) Each competitor shall complete at least three laps continuous running in practice at each meeting before taking part in a race.
  - c) Gearbox karts must at all times practice separately from non gearbox karts.
  - d) Competitors shall be dispatched from the paddock in such a fashion as not to compromise safety. The number of karts practising at any one time shall not exceed the maximum permitted on the circuit for a race.
- 9) **IDENTIFICATION OF EQUIPMENT**
- a) Refer to 2010 MSA Karting Handbook, Section F, Article 19, ix)
- 10) **OUTSIDE ASSISTANCE**
- a) No competitor may receive outside help on the track once the karts have left the pre start grid for the start of a race. Drivers may, however, during the race enter the pits by the proper method, weigh the kart, receive assistance in the pits and rejoin the race.
  - b) Where a circuit has provision for a demarcated area for repairs to karts which does not require karts to cross the scale, competitors may during a heat/race make use of this area for repairs without the necessity of first crossing the scale, however in qualifying the competitors must first be weighed before receiving any assistance. The location of the said demarcated area must be made known to

competitors in advance and karts entering this area for repairs must come to a complete standstill before departing from the area.

- c) Marshals may assist competitors who have come to a stop to place a kart off the circuit to avoid obstructing other competitors.
- d) The starting of engines or pushing by marshals only, is permitted in all classes when deemed safe (by the marshal).
- e) From the commencement of the official practice, only authorised officials are allowed on the track.
- f) The penalty for receiving outside assistance, whether the assistance is solicited or not, is automatic exclusion from that particular heat or timed trial.

#### 11) **STARTING PROCEDURES**

- a) ROLLING STARTS (All classes except 125 Gearbox) as per the MSA Karting handbook.
- b) STANDING STARTS (125 Gearbox ONLY) as per the MSA Karting handbook.

#### 12) **LICENCE**

- a) Only regional or national license holders for the specific class are allowed to race.
- b) No one event licenses will be permitted for regional events.
- c) PowerStock, Maxterino and MAX 175 entrants only require a club licence.

#### 13) **FUEL AND OIL**

- a) Where the SR's for an event specify the fuel to be used no other fuel may be used for the event in question.
- b) Only commercially available brands and types of 2-stroke lubricating oil are permitted to be used, and these may not be tampered with in any way.
- c) The organisers reserve the right to undertake random fuel control.
- d) The organisers will nominate the fuel and 2-stroke lubricating oil prior to each event. The fuel/oil so nominated will be listed in the SR's for the event concerned and they are the only fuel/oil used for fuel/oil changes ordered by the organisers.

#### 14) **TYRES**

- a) The number of dry weather slick tyres each competitor may use is restricted to a maximum of one set of four for each event starting at and including time trials. The same ruling applies in respect of the number of wet weather tyres that may be used. Should a tyre become damaged during the event, the Clerk of the Course may approve an additional replacement. The damaged tyre must be deposited with the scrutineers.
- b) The use of wet weather tyres in time trials or any of the races will not be permitted unless declared a wet race or practice by the Clerk of the Course. Likewise, the Clerk of the Course can withdraw authorisation for wet weather tyres.
- c) New or used tyres can be used. Tyres will be marked when exiting circuit after qualifying by the organisers with the competitor's number or any marking deemed fit for the purpose.
- d) Wet weather tyres may be identified prior to being used. Checks on identified tyres may be made at any time throughout an event and any competitor found using any tyre, which has not been identified for the event will be excluded from the prior heats or time trials. Exchanging of tyres between competitors is forbidden and the penalty will be the same as above.
- e) It is prohibited to use any chemical treatment, or other means, to artificially enhance the performance of tyres used during official practice or racing.
- f) The organisers reserve the right to replace one or more of any competitor's tyres, with a substitute tyre, should they believe such action to be warranted.
- g) The tyres permitted will be the karting tyres as specified by the MSA Karting Handbook, Section J, Article 23.2 (b) and MSA Karting Circular 1/2010.
- h) The only substance that may be used to inflate tyres is normal air (compressed or otherwise). Race organisers shall have the right to require competitors to deflate their tyres on request and re-inflate them under supervision using normal air. The use of any tyre inflation substance other than normal air and/or the failure to respond to a request to deflate/re-inflate tyres as above shall be deemed a contravention of the technical regulations, and shall be dealt with accordingly.
- i) Competitors may not deflate their tyres until they have left parc-ferme. Any competitor found deflating their tyres prior to this may be excluded from that heat or qualifying.

#### 15) **TRANSPONDERS**

- a) The timekeepers will issue transponders on the morning of the race. Documentation must first be completed before a transponder will be issued. Competitors will be required to leave their MSA Karting Licence with the timekeepers on collection of a transponder. Licences will be handed back to competitors when their transponder is returned, in good working order, to the timekeepers. Transponders must be fitted to the front number bib, behind the race number inline with the front axel, with the correct transponder holder. The transponder holder must be fitted before scrutineering.

Competitors without proper transponder holders will not be permitted to race and will be charged for any damage to, or loss of a transponder if the transponder holder is not correctly fixed to the kart or the transponder not fitted correctly in the holder. Competitors found guilty of not having their transponder mounted on their kart for the qualifying session, will automatically be placed at the back of the grid for the first heat.

16) **VARIATION OF REGULATIONS**

- a) Any variation of these regulations approved by MSA will be advised by means of the Supplementary Regulations or MSA bulletin for each event affected by such variation.

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