

# INTRODUCTION

This document contains the competition regulations, specifications and racing procedures of CAPE OVAL DIRT KARTING. The information contained herein becomes effective 1 July of the reigning year and shall remain in force until 30 June of the following year when modifications and/or additions deemed necessary by CAPE OVAL DIRT KARTING Committee will be made. The Committee reserves the right to amend any of these rules and regulations in the course of the season if deemed necessary. This document may not be reproduced without the expressed written permission of CAPE OVAL DIRT KARTING.

## **Disclaimer:**

The rules and regulations set forth herein are designed to provide for the orderly conduct of the racing events and to establish minimum acceptable requirements for such events. These rules shall govern all CAPE OVAL DIRT KARTING events and, by participating in these events, all participants agree to comply with the conditions set forth by these rules.

## **IMPORTANT:**

Competitive Karting can result in injury and/or death to the participant. No expressed or implied warranty of safety shall result from publication of or compliance with these rules and/or regulations. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

Karting provides a sport that the whole family can enjoy. Participants range in years from 5 to 50 and beyond. At first glance the sport of kart racing can appear overwhelming, with all its classes and rules. This rulebook can be your guide to understanding the sport.

**SPIRIT & INTENT:** Karting is a sport and designed for fun and enjoyment for the whole family. These rules of the sport is the standard by which karting will be guided. No pretence is made of having designed a foolproof set of rules and regulations. A CODK official or representative shall have the right to initiate action correcting a hazardous condition or a condition not in compliance with the Spirit and Intent of these regulations.

The purpose of this rulebook is to provide a uniform set of standards and procedures to establish the legality of engines and racing chassis used in events. The Technical Inspection sections are intended to be a guide for technical inspectors. We hope it will also assist the general member in preparing legal engines, and karts. There have been attempts to test the rules by deviating from the purpose for which the basic sport is intended. Officials at events are authorized to decide if a change or design is an innovative improvement or just an attempt to "*Beat the Rules.*" They can and will disqualify an entry and the disqualification will be upheld by CODK.

***IMPORTANT:***

As these regulations will be enforced for the period this document is in effect, it is the members' responsibility to keep themselves informed. CAPE OVAL DIRT KARTING Committee reserves the right to rule upon the acceptability of any new products and/or technology that affects the performance and cost of karting.

# CAPE OVAL DIRT KARTING

NON-PROFITABLE ORGANIZATION WITH NO DISCRIMINATION  
BETWEEN RACE, COLOUR, CREED, SEX OR RELIGION  
IN THE CLUB MEMBERSHIP.

## CONSTITUTION

### 1. NAME

- 1.1 The name of the club shall be **CAPE OVAL DIRT KARTING**.

### 2. Objectives

The objectives of the Club shall be to promote dirt karting and to encourage social activities between the persons engaged in such sport.

### 3. CLUB YEAR

- 3.1 The official Club year shall commence on 1 July and after that follow for the following 12 months ending on 30 June the next year.

### 4. REVENUE

- 4.1 The Club shall be run and operated on a non-profit making basis and revenue earned at race meetings shall be donated to service clubs or charitable institutions after allowance for expenses such as payments made in respect of the venue, drivers, track and fence repairs, insurance or any other expenses that may occur.
- 4.2 The Club shall keep proper books of account, which shall be open to inspection by Club members.
- 4.3 An audited Financial Report shall be submitted annually to the Club members at the A.G.M. - the auditors to be appointed by the Committee.

### 5. ANNUAL GENERAL MEETING

- 5.1 The Annual General Meeting shall be held within one month either way of our year end i.e. 30th June.
- 5.2 The Committee for the following year shall be elected at this said Annual General Meeting.
- 5.3 The Committee shall consist of the following members:
- |               |                             |
|---------------|-----------------------------|
| (a) Chairman  | (b) Secretary               |
| (c) Treasurer | (d) Additional member / PRO |
- 5.4 To be eligible to serve on the Committee, any candidate shall be an active member of the Club for at least one year. To be eligible as Chairman, any candidate shall be a committee member for at least one term of office.

## **6. RESIGNATIONS, REQUESTS, ENQUIRIES OR COMPLAINTS**

- 6.1 Resignations by Club members shall be made in writing to the Committee and membership will cease with immediate effect.
- 6.2 Any request, enquiry or complaint during meetings will be conducted in proper manner through the Chair and in no other way.

## **7. ASSETS OF THE CLUB**

- 7.1 The assets of the Club shall vest in the Committee for the time being who will have the authority to distribute funds to charity as the Committee may deem fit.

## **8. POWERS AND DUTIES OF COMMITTEE**

The Committee may:

- 8.1 Co-opt sub-committees in the performance of their duties.
- 8.2 Determine members' subscriptions and entry fees annually.
- 8.3 May deal with any member found guilty by them of any bad behaviour or disobedience of the Rules of the Club, as they may deem fit.
- 8.4 Take out such insurance policies as they in their absolute discretion may deem fit.
- 8.5 Frame By-laws for the governing of the Club as may be consistent with this Constitution and the carrying out of the objectives of the Club, and to repeal or amend the same By-laws.
- 8.6 Raise funds to carry out the objectives of the Club referred to in this Constitution.
- 8.7 Open one or more banking, savings and investment accounts with one or more banking or financial institution in the name of the Club, to provide that all funds received shall be forthwith deposited to any of such banking accounts and that withdrawals from any of such accounts shall be signed by the treasurer and one other member of the Committee.
- 8.8 Pay expenses of the Club from its funds and to allocate and distribute in the form of grants or otherwise, the funds it considers to be available for that purpose and to make such payments to any deserving causes as it from time to time decide in its sole discretion. Vouchers for all expenses paid shall be authorised by the signature of at least two Committee members.
- 8.9 Set aside part of the revenue received, to accede unbudgeted expenditure, or may establish a Reserve account and invest surplus funds as they deem fit.
- 8.10 Appoint a Public Relations Officer and the Committee in its absolute discretion may determine the said PRO.'s conditions of service and remuneration.
- 8.11 Institute or defend any legal action on behalf of the Club and may further authorise any member of the Committee to sign the necessary Power of Attorney or other document in such legal proceedings.

## **9. TAAKOMSKRYWINGS : BESTUURSLEDE**

### **9.1 VOORSITTER**

- 1. Die voorsitter neem die leiding op alle terreine van die Klub.

2. Lei vergaderings en sien toe vir die ordelike verloop van vergaderings.
3. Stel, in samewerking met die sekretaris, agendas op vir alle vergadering.
4. Doen verslag aan Klub oor algemene sake.
5. Saam met die tesourier die verantwoordelike persoon vir die finansies van die klub.
6. Het die beslissende stem in gevalle waar daar 'n staking van stemme is.
7. Tree oorhoofs as leier in fondsinsamelings op.
8. Tree as leier op in skakeling met ander klubs en in eiendomstransaksies.
9. Is *ex officio* lid van alle sub-komitees wat daar mag wees.
10. Lewer jaarverslag tydens Algemene Jaarvergaderings.
11. Tree in alle gevalle onpartydig op en besleg geskille.

## **9.2 TESOURIER**

1. Die tesourier is die rekenpligtige persoon van die finansies van die klub.
2. Beheer finansies van die Klub volgens gesonde sakebeginsels.
3. Pas aanvaarde boekhoustelsels toe.
4. Beheer oor inkomstes en uitgawes van die klub deur noukeurige aantekeninge.
5. Toepaslike rekonsilliasies word op deurlopende basis toegepas.
6. Finale state aan die Klub voorlê tydens Algemene Jaarvergaderings.

## **9.3 SKAKELBEAMPTE**

1. Uitbou van die klub se beeld deur advertensies en voorleggings.
2. Deurlopende skakeling met die gedrukte media, radio en televisie.
3. Gereelde byhou van inligting op die Klub se webwerf.
4. Koördineer reëlins rondom jaarlikse prysuitdelingsfunksie.
5. Werf van borge en adverteerders.
6. Hoof-fondsinsamelaar.

## **9.4 SEKRETARIS**

1. Stel, saam met die voorsitter, toepaslike agendas vir vergaderings op.
2. Verantwoordelik vir die byhou van notules van vergaderings.
3. Stuur alle tersaaklike kennisgewings aan lede uit.
4. Hanteer alle korrespondensie vir die ordelike verloop van die Klub.
5. Tree tydens die Algemene Jaarvergadering as kiesbeampte op wanneer die voorsitter verkies word.
6. Is verantwoordelik vir alle administratiewe reëlins rondom wedrenbyeenkomste.
7. Voorbereiding van alle tersaaklike vorms en dokumentasie.
8. Oorhoofs verantwoordelik vir die byhou van uitslae en puntestand.

## **9.5 TEGNIESE BEAMPTE**

1. Beheer die tegniese ondersoek van karts op wedrendae.

2. Sien oorhoofs toe dat alle deelnemende karts aan die voorgeskrewe veiligheidsvereistes van die reëlboek voldoen.
3. Primêr verantwoordelik vir die veiligheid van alle deelnemers.
4. Koöptering van geskikte persone om hom by te staan.

## **10. PROCEDURE FOR AMENDMENT OF CONSTITUTION**

- 10.1 Notice for requests of amendment(s) to be handed to the Committee in writing at least 30 days prior to forthcoming AGM.
- 10.2 All members to be notified in writing of the proposed amendment(s) at least 14 days prior to forthcoming AGM.
- 10.3 All tabled proposals must be accepted by the majority of legitimate members in good standing present at the AGM to be included into the Constitution of the Club.
- 10.4 Should the Committee deem it necessary to call for changes to the Constitution in the course of season, the Committee has the right to call Extraordinary General Meetings (EGMs) outside the AGM giving at least three weeks written notice. Procedures for EGMs will be the same as for the AGM. The constitution will only be changed through agreement by majority vote of legitimate members in good standing present at an EGM.

## **11. LOGO**

- 11.1 The official logo of the Club will be a racing kart viewed from the left front, bearing the number 00. The driver of the kart is dressed in a blue overall, wearing a blue helmet with a white upper section. The frame of the kart as well as the silencer box will be in red. The words CAPE OVAL DIRT KARTING will be written in blue to form a semi-circle above the kart.
- 11.2 The colours of the Club will be royal/navy blue and post office red as traditionally used.

## **BY – LAWS**

1. Members undertake to abide by the rules of the Club and to respect any decision made by the Club's reigning committee.
2. All members undertake to abide by the following Indemnity:

While the promoters and organizers of race meetings have taken every reasonable precaution for the safety of its members, it is impossible to guarantee their safety in view of the high speeds attained by the competitors. Membership is therefore granted upon the clear understanding that any member attending the meeting appreciate the risks involved and waives for himself/herself, his/her successors, assigns or dependants, any claim or claims which he/she might, save for the waiver, have against the promoters, organizers or beneficiaries or the owner/lesser of the property, in respect of any injury or damage, however arising, which he/she may suffer while attending race meetings.

## CLUB RULES

**GENERAL RULES** : The specifications and regulations contained herein are intended for the orderly conduct of the sport of competitive karting.

**RULES FAMILIARITY:** Individuals entering events as kart owners and/or drivers and those entering the pit area of our racing facility are required to be familiar with these regulations and any instructions governing an event. By participation in said events, all individuals are bound by said regulations, supplementary rules or instructions.

**RESPONSIBILITIES:** The primary responsibility for the safe condition and operation of a kart placed in competition rests solely with the owner/driver. The Club's primary responsibility is to provide a place for racing configured to acceptable known practices and reasonably maintained. CAPE OVAL DIRT KARTING strives to provide specifications and regulations for the orderly conduct of racing events based upon experience gained in motor sports events all over the world. The quest for safety is a shared responsibility between the participant, and CODK. The purpose of this document is to provide common standards, which may benefit all concerned. Thus, adherence to the rules and specifications set forth in this document is fundamental to the welfare of each participant.

**OMISSIONS:** Within the regulations and specifications listed, any item that does not appear in print or that is not called out does not imply nor guarantee, legality, and may be determined to be illegal based upon spirit and intent.

### **(If it is not said, you may not do it!)**

#### **1. MEMBERSHIP**

*It is compulsory to be a member of CODK in good standing, with appropriate fees paid and required documentation completed to be credited for points earned in CODK events. Lidmaatskap is oop vir almal wat onderneem om die grondwet van die Klub, sowel as die gedragskode, te onderskryf. Membership fees for members payable as decided by the reigning Committee.*

**1.1 DRIVER MEMBERS:** Members who joined the Club expressing the wish to actively participate in organised kart racing. Driver members must be aged 5 years or older.

#### **1.2 SOCIAL MEMBERS:**

Social Members shall be close relatives of driver members or non-attached entities who, in keen pursuit of the upliftment of the Sport, request to subscribe membership of the said Club.

### **1.3 AANSLUITING AS LID:**

Voornemende lede kan alleenlik tydens 'n maandelikse Klub-vergadering as volg aansoek doen om aan te sluit :

1.3.1. Dien voltooide aansoekvorm tesame met die toepaslike fooi by die tesourier in. Sosiale lede mag deur familieledede of derde partye verteenwoordig word, maar alle drywerlede moet persoonlik teenwoordig wees om aan te sluit. Die drywers van klas waarin die voornemende lid beoog om deel te neem sal besluit oor toelating al dan nie.

1.3.2 Indien die aansoeker in die huidige seisoen lid van 'n ander klub is/was, moet daar 'n skriftelike bevestiging van vorige Klub se Bestuur by wees dat die aansoeker as lid bedank het.

1.3.3 Die Bestuur sal na afloop van die vergadering byeenkom en aansoeke om lidmaatskap oorweeg. Indien die Bestuur dit nodig ag, mag die aansoeker versoek word om vir 'n persoonlike onderhoud te kom.

1.3.4 Sou lidmaatskap toegestaan word, is dit steeds onderhewig aan die volgende voorwaardes:

1.3.4.1 Lidmaatskap vir die eerste seisoen is op 'n proefbasis.

1.3.4.2 Sou die voornemende lid sonder dokumentasie van 'n ander klub oorgekom het, sal hy/sy bereid moet wees om in 'n onderhoud 'n gesprek met die Bestuur te voer.

Geen persoon wat deur 'n ander klub wat soortgelyke aktiwiteite aanbied geskors is, mag in dieselfde seisoen as lid by CODK aansluit nie, of aan hul aktiwiteite deelneem nie.

### **1.4 GRATIS LIDMAATSKAP :**

Persone wat sonder vergoeding op 'n permanente basis werk verrig, is geregtig op gratis sosiale lidmaatskap. Alle ander lede sal lidmaatskap moet uitneem.

### **1.5 BEDANKING AS LID:**

Skriftelike kennisgewing moet aan die Bestuur gerig word om die voorneme bekend te maak. Bedanking tree te alle tye onmiddellik in werking en kan nie omgekeer word nie. Aansoek om heraansluiting by die Klub sal voorwaardelik deur die Bestuur oorweeg word.

## **2. DRIVER REQUIREMENTS**

Driver members wishing to participate in the events of C O D K have to pay a day fee of R100 per race event.

Members from other clubs wishing to participate at C O D K events are subject to paying the same fees, as well as R20 gate fee per adult or R 10 per juvenile, which ever one applies.

Non-member drivers wishing to first try before buying a kart / joining as a member, will be allowed to do so at the same tarriff as a visiting driver. Hierdie toegewing mag slegs een maal gebruik word en die betrokke persoon moet by 'n klub aansluit alvorens hy/sy weer kan ry.

**NOTE.** A driver may enter a class while being under the designated age at the beginning of the season, on condition that he/she reaches the minimum age during the course of the current season. *Competitors who have reached their 12th birthday have the option to move up to the 200cc class.* The Committee may, if deemed fit and in the best interest of the driver, request a Junior competitor to move to the 200cc class.

If the competitor does move up an age group, he/she may not return to the younger group in the same season.

**CHANGING OF CLASS :** It is compulsory to notify the CODK Committee in writing of a member's intent to change racing classes during a points season. No championship points gained in the current class can be carried forward to the next class.

**2.1 MINORS:** It is compulsory for persons under age 18 to have properly executed and submitted to CODK for file, an application form signed by a parent or guardian. A certified birth certificate or other documentation may be required by CODK if deemed necessary.

Minor drivers must satisfactorily demonstrate driving capability to officials when requested to do so.

**2.2 NOVICES:** A driver with less than three races of experience should place an "X" on a brightly coloured (preferably orange) number panel on rear of the kart and start at the rear of the grid.

**2.3 PREGNANT WOMEN:** Pregnant women are prohibited from driving a kart at any CODK event.

**2.4 INJURIES:** Any person who suffers from serious injuries should refrain from taking part in kart racing. Geen persoon sal toegelaat word om met gips, 'n stut of enige dergelike mediese hulpmiddel wat deur 'n mediese beampte voorgeskryf is, in 'n kart te ry nie.

### 3. GENERAL DRIVER RULES

**3.1 MEMBERSHIP CARD:** It is the responsibility of the driver to present a current membership card for the purpose of registering for any event.

**3.2 CONDUCT:** All persons shall conduct themselves in an orderly manner. The driver will accept responsibility for everybody connected to him/her (i.e. crew, family members, supporters).

Enige komiteelid / beampte het volmag om op te tree teenoor enigeen wat vuil taal besig. Dieselfde geld vir wangedrag. Kuipe-beampte sal boetes hef vir jaag en tol in die kuipe.

Physical violence, abuse, verbal abuse, disorderly conduct or any failure to obey official instructions or any breach of these regulations by entrants or their associates at a CODK event shall make the entrant concerned liable to the following actions being taken:

1. **Verbal abuse** of any official or fellow competitors: The perpetrator will be excluded from 2 race meetings.
2. **Physical abuse** : At the first offence the member will be excluded for 3 race meeting, as well as banned from the premises for the 3 said meetings. A second offence will result in permanent expulsion from the Club, as well as the premises.
3. **Disorderly behaviour** of a non-driving member or any member of the public will result in the said person being requested to leave the premises immediately. Social members misbehaving may result in a hearing by the Disciplinary Committee who may rule on the matter by imposing an immediate fine. Should the seriousness of the offence be as such, the disciplinary committee is entitled to suspend the person concerned.

**NOTE** : Decisions of the Dissiplinary Committee will be upheld by the CODK Committee.

**3.3 PROHIBITED SUBSTANCES:** Any person entering the pits area of a CODK event shall refrain from using alcohol until the final races have been completed for the day. Likewise no liquor will be permitted at any monthly Club Meetings.

It is the responsibility of the participant to withdraw from competition if they are taking medication or any substance that may display side-effects that would impair their ability to safely compete. If, in the judgement of the officials in charge, an individual is under the influence of alcohol or any controlled substance during the period of an event, they may be suspended from the pits area and/or event site immediately.

**3.4 PIT CREWS:** Drivers are responsible for the control and actions of their pit crew members (including friends, family or any other entity attached to them).

Unacceptable actions of crew members may subject the driver to penalty or disqualification from an event, possible fines or suspension of membership privileges.

**3.5 EVENT ENTRY:** It is compulsory to properly enter a kart for a specific class prior to the drivers' meeting taking place. There may be only one entry per class per driver in any CODK event.

**3.6 IDENTITY OF ENTRY:** The kart is the official entry in an event and cannot be changed. The kart cannot be re-entered in the same event by another driver.

**3.7 RACING NUMBER :** A racing number is allocated per driver per class for the season. This number can not be transferred to another driver.

#### **4. GENERAL RACING RULES**

**4.1 COURSE MARKINGS:** Course markings such as flags, cones, tyres or other markings so designated by the Race Director must be observed by all drivers at all times. The finish line shall be a line between two poles (marked by a visible overhead banner). If, in the opinion of the Race Director, a participant is purposely ignoring course markings, the participant will be subject to disqualification from the race/event and/or suspension of membership privileges.

**4.2 SPORTSMANLIKE DRIVING:** The spirit and intent of sportsmanlike racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants. Inadvertent contact is a reality of racing, however, if in the judgement of the presiding officials, a participant is bumping, crowding, chopping, blocking or pushing other participants in other than an inadvertent manner, that participant shall be subject to immediate disqualification from the race/event and possible suspension of membership privileges.

**Wild or disorderly driving or any unsportsmanlike conduct after chequered flag shall be subject to exclusion from the race or entire event/meeting, and/or a penalty and/or a fine.**

**4.3 COMPETITION DRIVING:** Remain alert. Give consideration to fellow competitors in all areas of safety. Adjustments of carburetors and other equipment will not be done on the race track. When two or more karts enter a corner simultaneously, the lead kart, i.e. the driver with his/her feet foremost, has the right-of-way. All karts should maintain a constant line through the corner and avoid erratic changes in direction. Any driver leaving the course or cutting the apex of the corner attempting to pass another competitor, is subject to be black-flagged. Any driver slipstreaming or drafting another kart should use extreme caution and should be prepared for evasive action should the lead kart

suffer a mechanical failure. Bumping, nerfing, blocking, pushing, etc., will be grounds for a warning flag / black flag.

Any driver unable to continue because of mechanical failure or lack of fuel, should move their kart well off the track into a safe location on the infield as soon as safe conditions permit. Do not leave kart adjacent to the track at any time.

**4.4 SIGNALING:** Drivers shall raise one arm over their head to signal following drivers when a kart slows from racing speed on course or pulling off course. This requirement includes slowing to exit at a pit entrance after an event. Drivers shall raise both arms over their heads to signal following drivers that they have no control over their karts after spinning off course or stopping on course due to mechanical failure. Do not raise arms until the kart is safely stopped.

**4.5 WARMING OF TIRES:** It is illegal to warm or heat tires, in any manner, in the pits, on the dummy-grid, and on the track at any event.

**4.6 LAPPED KARTS:** Participants about to be lapped by faster competitors are responsible for being aware of the approaching faster karts and must yield the racing line until the faster karts have passed. Lapped karts will observe the passing (blue) flag or subject themselves to a warning from the race director.

**4.7 STOPPING ON COURSE:** If for any reason a competitor is forced to stop on or near the course during an event, it is the responsibility of the competitor to assist in removal of the kart to a safety zone on the infield as quickly as possible. If a competitor is forced to stop on the racing surface during an event, the competitor must raise both hands to signal approaching competitors that they are immobile.

Any driver vacating his/her kart or removing his/her helmet while on the track, is immediately excluded from the race.

**4.8 RE-ENTRY TO COURSE:** When a competitor leaves the course during an event, they must re-enter the racing surface at a point as close to where they ran off the track. They may not enter at another point on the course that will provide them at any time with a position or distance advantage. Drivers re-entering the track must yield to the on track competitors and abide by the directions of the turn marshals or officials in charge.

**4.9 RELIEF DRIVER:** Relief drivers will not be allowed.

**4.10 COMBINING CLASSES:** The Race Director may combine events/classes ; classify entrants into groups according to driver experience, ability or other factors for purposes of safety or event expediency, but not by age.

**4.11 INSPECTION:** The Race Director or Technical Official may require any competitor to submit to technical and / or safety inspection at any time. Failure to do so may result in loss of points and awards for races run at that event. When requested, the driver must be able to produce the scrutiny record card issued for his/her kart.

**4.11.1 ATTITUDE:** The attitude of those individuals charged with the responsibility of conducting technical inspection should be to (a) help the competitor be aware of possible deficiencies in a timely manner that may pose a safety danger or could constitute a rules infraction; (b) to help establish that all entrants are competing under equal conditions and (c) that specifications and regulations established by this document are adhered to by all competitors.

**4.11.2 ENTRANT RESPONSIBILITY:** It is the competitor's responsibility to assure that all technical safety requirements have been met. At all CODK events, the top 3 finishers may be post-race impounded for technical inspection. The Technical Director will decide what and how much technical inspection will be done in each class.

Die ondersoek sluit drie komponente in, naamlik die kart, enjin en persoon. Die kart met die enjin wat jy vir die ondersoek aangebied het, vorm saam met jou 'n eenheid. Geen een van hierdie komponente mag tussen uitdunne / wedrenne geruil word nie. Die kart mag ook net ry in die klas waarvoor dit ondersoek is. Drywers mag ook nie karts deel nie. 'n Drywer mag ook nie in 'n ander kart as die een wat hy/sy vir ondersoek aangebied het, deelneem nie.

Sou dit gebeur dat onderdele noodwendig vervang moet word tydens die wedrenne, moet daar met die Hoof-tegiese beampte ooreengekom word alvorens die kart baan toe mag gaan.

## **5. PIT REGULATIONS**

**5.1 CONTROL OF PIT AREAS:** The pit area of the track is under complete control of the assigned officials. All persons entering this area, whether connected with an entrant or not, are subject to all regulations regarding deportment and behavior and may be ejected from this area by the officials in charge.

**5.2 FIRE SAFETY:** The use of open flame devices in the pit area is prohibited. An area away from fuel and/or other flammables should be used for welding.

Weens die moontlikheid van brand sal daar geen braaivure in die kuipe toegelaat word alvorens alle wedrenne vir die dag afgehandel is en drywers opgepak het nie. Dit moet gesien word in die lig van die groot volume brandstof wat daar in die kuipe is

**5.3 WASTE REMOVAL:** All competitors must leave their pit areas in an as received condition. CODK expect all members to remove any litter or waste generated by them, from the site.

**5.4 DRIVING IN PITS:** Drivers will not drive faster than walking speed, neither spin or slide karts, in the pit area. A spot fine of not less than R50 may be induced by the official in charge of the pit area.

**5.5 PERSONAL VEHICLES:** Vehicles for personal transportation may be restricted from the restricted/pit area at the discretion of the officials in charge.

**5.6 REFUELING:** Karts are to be refueled in the pit area only. During refueling, the engine must be stopped and the driver must vacate the kart.

**5.7 SIGNS:** CODK may post information signs throughout the facility. These signs will be considered part of the rules and must be obeyed. Failure to observe the signs will be considered a rule violation.

**5.8 STARTING ENGINES:** In the pit area or on the grid, karts may only be started if a) Driver is sitting in the kart with all race equipment on, or b) the kart is on a stand and secured, or c) when both drive wheels are raised off the ground. No kart may run unattended. If a kart is running in the pits or grid in any other manner than the above, a disqualification from that event may occur.

## **6. FLAGS AND WARNINGS**

All races are controlled by means of flags of different colour. The following flags are compulsory at all events.

**6.1 STARTING FLAG:** The flag utilised shall be the Club flag or the National flag. The starter shall show the flag to the field of competitors to indicate the race is to be started. The race is started when the flag is dropped.

Sou jy per ongeluk verkeerd op die wegspringrooster gaan staan, die afsitter die wedren begin en jy jaag saam, aanvaar jy die posisie waarin jy weggespring het en kan jy nie later beswaar maak oor 'n verkeerde wegspringvolgorde nie.

**6.2 WHITE FLAG:** The flag is used to indicate the last lap of (a) warm-up phase, or (b) last lap of the race. This flag is held in a stationary position.

- 6.3 FINISH FLAG:** The flag utilised shall be a black and white chequered flag. Once this flag is shown, the race has ended and all participants crossing the finish line must prepare to leave the track without delay, i.e. without completing another round.
- 6.4 GREEN FLAG:** This flag is used to signal a race ready situation, such as following on a period of racing under safety (yellow flag) conditions and to restart the race. The green flag shall be used just like the starting flag in the case of a stopped race.
- 6.5 BLACK FLAG:** This flag signals that a participant has been disqualified and that the latter should stop and park on the infield **immediately**. This disqualification may be for a driving infraction or unsportsmanlike conduct. **Report to the Race Director immediately after the race.** The Race Director may place the competitor black flagged at the back of the starting grid for the remainder of the day's races.
- 6.6 "MEATBALL" FLAG :** This is a black flag with a yellow centre. Displayed for technical or mechanical infractions or in cases of unsafe equipment or loss of safety apparel. **You have to stop and park on the infield immediately.** After the race you can return to the pits and execute the necessary repairs before the next race. This is not a "*Black Flag*", i.e. not disqualified !
- 6.7 BLACK AND WHITE FLAG:** This flag indicates to the competitor that he is being watched for contravention of the rules / regulations, or indicates that a competitor is engaging in deliberate obstructive tactics. **The competitor shall continue for the rest of the race and shall report to the Race Director immediately after the race.** The following will be applied by the Race Director:  
First warning flag : Verbal warning and competitor to start at the back of the grid for the next race. You will be warned only once with a *black and white flag*, a second warning will result in a waved black flag.
- 6.8 YELLOW FLAG:** This is used to invoke the safety flag status. Any marshal in the interest of safety can deploy it. When the yellow flag is held out, competitors should be aware that there might be an obstruction on the track posing a danger.

A waving yellow flag is always initiated by the Race Director only. Should all marshals wave the yellow flags vigorously, the drivers should fall into a single file, racing at a sedate speed (just faster than idling speed). During racing under a yellow flag competitors are not allowed to overtake and must stay in their original places. Circling will continue until officials are satisfied that the track is clear / driving conditions are safe. Laps completed under yellow flag conditions will not count towards the duration of the race. After the yellow flag

period will follow one lap under the white flag and the race will be restarted with the green flag.

- 6.9 RED FLAG:** The red flag is used only to stop races and is always initiated by the Race Director only. Once the red flag is shown, all competitors must endeavour stop racing as soon as possible, taking the safety of everybody into consideration.
- 6.10 BLUE FLAG:** This flag is used to indicate to a competitor that he is about to be overtaken or lapped. This competitor may under no circumstances try to prevent the opponent from overtaking.
- 6.11 FIRST AID FLAG:** This is a white flag with a red cross. Dis-played when medical assistance is needed on track. Should this flag be displayed when racing under yellow flag condition, drivers should yield to allow for medical personnel on track. This flag is not used to regulate racing.

## **7. SAFETY EQUIPMENT**

- 7.1 HEAD GEAR:** Full coverage (full face) helmets designed for competitive motorsports use are compulsory. Helmet must be in good condition and is subject to pre-race inspection. Helmet must be secured with a strap. Failure to properly secure helmet may result in disqualification.

**NOTE :** If hair extends appreciably from beneath helmet level it is **COMPULSORY** that participant wear "balaclava" / head-sock / hair net to keep hair from extending outside helmet. Also, no apparel items such as bandanas, sweater hoods, loose belts, etc., will be permitted.

- 7.2 EYE PROTECTION:** Eye protection is compulsory, either goggles designed for motor sports use or a full visor integral with helmet. Industrial safety goggles and sun glasses may not be worn on track. Only shatter proof sun glasses may be used behind full face visor.
- 7.3 NECK BRACES:** Collar-type, unaltered neck brace designed for motorsports compulsory for all competitors in all classes.
- 7.4 DRIVER APPAREL:** Drivers are required to wear one-piece overalls. These may be special racing designed or ordinary industrial overalls. The said overalls must have long sleeves, a collar and full length pants. When racing it will be buttoned / zipped up to the neck. It may not have parts liable to be caught up in the chain or any other moving parts.

Wearing of full gloves for protection of their hands compulsory for all competitors. No gloves not covering fingers allowed.

Skoene met geen veters word aanbeveel, alternatiewelik moet die veterslusse en ente in die skoen gedruk word met geen los hangende punte nie. Toe skoeisel wat die hele voet beskerm is verpligtend, asook sokkies/kouse.

**NB : No nylon clothing / lingerie / underwear may be worn.** All clothing should be flame-retardant.

Losing an item or racing without the prescribed safety apparel will cause immediate removal of the competitor from race (*meatball flag*), thus not earning any points for that race.

## 8. PROTEST PROCEDURE

**GENERAL:** All protests involving specifications legality and driver conduct shall be submitted by a bona fide (legal) entrant from the same class as the protested participant. Protester may be required to submit to similar inspection procedure as protested participant.

**NB :** No digitally acquired footage (e.g. video material) will be considered as evidence in any query or complaint.

**8.1 WRITTEN PROTESTS:** Written protest on the prescribed form, obtainable from the Club Secretary, should refer to a specific (a) specification and/or (b) regulation contained within this document and refer to paragraph and page number when specifications and/or rules apply.

### 8.2 WIE MAG PROTES AANTEKEN?

Alleenlik 'n ingeskrewe drywerlid van die klub wat in dieselfde wedren as die beweerde oortreder gery het, mag protes aanteken. Die Wedrendirekteur het egter die mag om na goeddunke op 'n kart wat onder verdenking is, beslag te lê.

### 8.3 HOE WORD PROTES AANGETEKEN?

Geen protesaksie kan gedurende 'n wedren geloods word waardeur die byeenkoms ontwig word nie. 'n Skriftelike protes sal slegs aanvaar word tot vyftien minute na voltooiing van die laaste wedren, maar beslis voor die aanvang van die prysuitdeling. Die straf wat spruit uit skuldigbevinding van enige oortreding, is die verbeuring van alle klubpunte reeds geakkumuleer deur die seisoen.

### 8.4 PROTESPROSEDURE:

8.4.1 Verkry die protesvorm van die Klubsekretaris.

- 8.4.2 Handig die voltooide vorm plus R500 protesfooi by die Wedrendirekteur in en verkry sy handtekening ter erkenning van ontvangs op die vorm. Sodra die Wedrendirekteur in besit is van die korrek voltooide dokument moet die protesteerder hom/haar weerhou van enige verdere woordewisseling sonder benadeling van enige regte.
- 8.4.3 Die Wedrendirekteur moet amptelik aankondig dat 'n protes ontvang is deur die kart-nommer en klas te noem. Geen persoonlike kontak deur 'n deelnemer in dieselfde klas met die protesteerder of verweerder is daarna toelaatbaar vir die duur van die ondersoek / inspeksie nie.
- 8.4.4 Die verweerder moet onmiddellik na die Wedrendirekteur gaan sodat die inhoud van die protes aan hom/haar bekend gemaak kan word. Die verweerder kry dan die geleentheid tot verweer.
- 8.4.5 Indien die verweerder die protes betwis, moet die Wedrendirekteur 'n kundige, onpartydige persoon betrek ten einde die prosedure vir verdere ondersoek te reël. Slegs die aspek wat deur die protesteerder as rede aangevoer is, mag ondersoek word. Die prosedure asook inspekteur moet vir die verweerder aanvaarbaar wees.
- 8.4.6 Indien die verweer berus op erkenning, kan die Wedrendirekteur in oorleg met die voorsitter of Klubbestuur besluit om die ondersoek of inspeksie ter syde te stel.
- 8.4.7 Enige protes betreffende beweerde onregmatige modifikasies aan die enjin sal as volg hanteer word:  
As die verweerder die protes betwis en nie toelaat dat 'n inspeksie gehou word nie, sal dit as erkenning van skuld beskou word met gevolglike strafaksie. (Sien par. 8.5, p 22)

Where protests involve specific components such as engine parts that must be examined by the CODK Officials, said parts will be impounded by the officials in charge and put in custody of the Race Director who will be responsible for providing said components to designated site of next scheduled CODK Officials Meeting. Die enjin sal geseël word met verf, naellak of dergelike metode. Alleenjins wat tydens die wedren op 'n kart gebruik is, vorm deel van die protes en is onderhewig aan inspeksie binne die oordeel van die ondersoekkomitee.

Die Klubbestuur het die jurisdiksie om beslag te lê op 'n geprotesteerde enjin / kart en 'n geskikte plek aan te wys vir inspeksie.

Die volgende persone sal die ondersoek behartig:

1. Wedrendirekteur wat protes ontvang het.
2. Voorsitter van die klub, of onpartydige bestuurslid.
3. Onpartydige kundige persoon wat die enjin sal oopmaak.

4. Onpartydige kundige inspekteur.  
Geen ander persone sal by die ondersoek betrokke wees of insette lewer nie.  
Die verweerder sal as waarnemer toegelaat word.

Die volgende persone mag op die perseel teenwoordig wees, maar sal beslis nie by die ondersoek betrokke wees of insette lewer nie:

1. Verweerder se Klaskaptein
2. Protesteerder

## **8.5 UITSLAG :**

Indien onskuldig, ontvang die verweerder R250 van die protesfooi, terwyl die balans na die Klub gaan ten einde kostes te dek. Indien skuldig, word die protesfooi aan die protesteerder teruggegee. Die verweerder is dan aanspreeklik vir 'n R500-boete aan die Klub en verbeur alle punte reeds gedurende die seisoen geakkumuleer. If the protest is disallowed the protesting party shall forfeit the protest fee to CODK. Die beslissing van die Tegiese Komitee is finaal. Die uitslag word skriftelik openbaar gemaak en geen appél sal aangeteken word nie.

Sou die Bestuur, Wedrendirekteur of Tegniese beampte besluit om op 'n kart beslag te lê weens vermoedelike ongerymdhede, sal geen fooi van watter aard ookal betaalbaar wees nie, selfs nie as die betrokke kart binne die reëls bevind word nie.

Indien Bestuur op 'n kart beslag lê vir ondersoek en die enjin buite die reëls val, verloor deelnemer alle punte vir die seisoen.

## **8.6 SINGULAR PROTEST REQUIREMENT:**

Protests may not be collective, that is a bona fide entrant of the class in which the protest is made must singularly protest. Once a protest is properly lodged, additional protests of the same incident, alleged technical infraction, etc., will not be accepted.

## **9. SUSPENSION & TERMINATION OF PRIVILEGES**

**9.1 SUSPENSION TERMS:** CODK Officials may suspend for a definite period of time, or may terminate the membership of any individual upon a finding of a violation of any rules and regulations of CODK or for any other just cause, if such action is determined by the CODK Officials to be in the best interest of CODK.

**9.2 SUSPENSION NOTIFICATION:** Notice in writing of such suspension or termination and of the reason for such action shall be delivered to the suspended or terminated members.

**9.3 SUMMARY PROBATION:** CODK has authorized the Race Director to put any member on probation for just cause. Should the Race Director deem that it is imperative that the member receive immediate disciplinary action, CODK will determine if suspension is justified. The member will then be notified immediately and shall have the opportunity for an appeal hearing according to established procedure.

## **10. APPEAL PROCEDURES**

**10.1 APPEAL PERIOD:** Upon notification of suspension or termination, individual shall have the opportunity to request a hearing providing such notification is made in writing within 7 days of suspension or termination notification.

**10.2 REQUEST FOR HEARING:** Request for hearing must be addressed to CODK Committee. Notice of appeal hearing date shall be provided to person requesting hearing. Appeal must be made in writing to CODK or individual may request to appear before CODK Officials so empowered.

## **11. PENALTIES**

**11.1 POWER OF SUSPENSION:** The power of suspension from CODK shall rest solely with the CODK Officials designated.

**11.2 PERIOD OF SUSPENSION:** Suspension period and/or termination decisions rest solely within the discretion of the CODK Officials.

**11.3 POWER OF IMPOSING FINES:** The power of imposing fines for transgression of rules shall rest solely with the CODK Officials designated. These decisions/fines will be upheld by the CODK Committee and will not be reversed.

## **12. MISCELLANEOUS OVERALL RULES**

**12.1 NO KART PASSENGERS:** Karts may not be operated with more than one person on board at any time.

**12.2 NO – GO AREAS:** During race events no kart may be driven outside of the designated pit or track area. At no point in time will anybody drive a kart without wearing a helmet, even when the kart is pushed or towed off the race track.

**12.3 RULES ON ENTRIES:**

If one-half of the scheduled distance for an event has been reached at the time of the red flag, the event may be considered completed or may be restarted, at the discretion of the Race Director. Generally, it is desirable to run all events the scheduled distance, however, if for reasons of time, weather or other extenuating circumstances this is not desirable, the Race Director may act upon his or her discretion. Races completed due to red flag will revert to most current order of last completed lap with the involved parties moved to the rear or disqualified. The Race Director may disallow a kart for safety reasons.

#### **12.4 COMPULSORY DRIVER'S MEETING:**

It is compulsory for ALL drivers to attend. The driver must also make sure that his/her pit crew is aware of what was said at the meeting. Special conditions and/or regulations for that event may be established by the Race Director at that time. Normale goeie maniere vereis dat deelnemers tydens hierdie vergadering hul samewerking met betrekking tot goeie maniere sal gee deur stil te bly solank die persoon wat aan die woord is, die vergadering toespreek.

'n Deelnemer wat aankom nadat die deelnemersvergadering begin het, verbeur die eerste helfte van die uitdunne. Sodanige deelnemer kan dan gedurende pouse met vergunning deur die Hoof-tegiiese beampte sy kart laat ondersoek en mag dan aan die tweede helfte van die uitdunne deelneem.

Failure to attend a driver's meeting will waive the competitor's right of protest for the event, and will result in a position at the back of the starting grid.

#### **12.5 RADIO COMMUNICATION:**

Drivers on track and pit crews may not utilize any type of radio communication devices.

#### **12.6 DATA ACQUISITION SYSTEMS:**

On-board data acquisition systems and/or computer systems are not allowed. On-board RPM, temperature, speed, and lap timing systems will be allowed.

#### **12.7 ENGINE MANAGEMENT SYSTEMS:**

All computer assisted electrical engine management systems are illegal in all classes.

#### **12.8 MIRRORS:**

Rear view mirrors of any kind are not allowed.

#### **12.9 ADJUSTMENTS:**

While the kart is in motion no component may be manually adjusted.

## **13. RACE OFFICIALS**

### **13.1 RACE DIRECTOR:**

Shall be the official having complete charge of karts while on the track. Race Director is in direct charge of all officials and race personnel.

### **13.2 PIT OFFICIAL :**

Shall be official in charge of the pit and grid areas, including all competitors and other officials in these areas. Pit Official directs setting up karts in grid positions for events and maintains orderly conduct in this area.

### **13.3 COURSE MARSHALS:**

Shall be officials posted around the course to assist Race Director in safe and orderly conduct of the event.

### **13.4 TECHNICAL INSPECTOR:**

Shall be official in charge of pre- and/or post-race technical inspections. Scrutiny of karts will be aimed at safety standards and will be based on items indicated on the scrutineer's sheet only. Pre-race scrutiny does not include engine components or fuel. Technical Inspector and Assistants will verify compliance with stated specifications to certify event finishes as official.

### **13.5 OTHER:**

Certain other officials may be appointed to supervise and assist in the conduct of CODK events.

## **14. EVENT FORMAT**

**14.1 NORMAL EVENT FORMAT:** will be to run four heats, (laps calculated on the number of karts entered + 2 laps) and Main Event. No race will be run for less than 7 laps. The Race Director may decide to end a race prematurely should too many karts be eliminated.

First heat will be gridded according to a blind-draw, with the lowest draw number starting inside pole. The second heat inverted draw order of the first heat. Third heat will again be gridded according to a blind-draw, with the fourth heat inverted draw order of the third. Competitors arriving after the draw has been done, will start all races in the last position.

Die volledige wegspringrooster vir die vier uitdunne verskyn net na die deelnemers-vergadering op die bord in die kuipe. Dit is elke deelnemer se verantwoordelikheid om vas te stel aan watter uitdun hy/sy gaan deelneem, asook wat die wegspringposisie is. Sodra die kuipehek oopgemaak word, sal al

die karts wat aan die betrokke uitdun deelneem, onmiddellik op die baan verskyn. Dit is dus van kardinale belang dat daar vooraf in die kuipe in wegspringvolgorde by die hek aangemeld word.

## 14.2 POINT SYSTEM

**EVENTS:** CODK events counting toward annual point championships shall be listed in an annual schedule printed by CODK. The schedule must be available to all competitors. Schedule change notifications can be made at drivers meetings, by direct mail, e-mails and telephone contact, provided that all members are dully notified.

**14.2.1TIE-BREAKING:** In the event of a tie in points scoring situation, the tie will be broken by the highest finishing position of the latest series points event either or both drivers participated in.

### 14.2.2POINTS SCORING

Points will be scored in four heat races as indicated below:

Position	1	2	3	4	5
Points	6	4	3	2	1

Scoring for the final will be done as per example:

Position	1	2	3	4	5	6	7	8	9	10
Points	10	9	8	7	6	5	4	3	2	1

Should the number of entrants for the final be less than ten, the highest score will equal the number of entrants.

Meeste punte spring agter weg. Wenner is drywer met meeste punte vir die dag (uitdunne + finaal). Aantal karts in wedren bepaal puntetoekenning met 'n maksimum van 10 punte. Finaal se punte tel nie vir klubpunte nie

**14.3 DUMMY-GRID :** All karts and drivers must be in their starting position on the grid, one class prior to their class. If your class is the first to grid you will be notified by announcement, whistle, or other means and you must be at the grid in 5 minutes.

**14.4 SCRATCHED ENTRIES:** In the event of a scratched entry, the space shall always be left open on the starting grid..

**14.5 WARM-UP, PACE LAPS, AND RESTARTS:** There shall be no warm-up or pace laps other than the first lap out on the track to form up the starting grid. Once the kart is on the racing surface, working on the kart(s) is not allowed.

Once the pit gate is closed, the race director shall signal a white flag allowing for 1 pace / warm-up lap. All competitors shall drive to their appropriate grid positions and maintain a slow pace speed. If a kart cannot continue under its own power, the driver shall park his kart as far off the racing surface on the infield as possible and move himself to a safe position off the track.

Die drywer in die 1ste wegspringposisie gee die pas aan en die ander drywers moet sorg dat hulle bybly. In die geval waar die eerste wegspringposisie oop gelaat word weens 'n onttrekking, gee die kart in die tweede plek die pas aan. Sou die eerste 4 karts aan die einde van die opwarmrondte in posisie wees, sal die wedren begin word. In die volgende gevalle sal die wedren nie begin word nie:

1. Sou nommer twee voor nommer 1 in die pylvak afkom, of
2. Die drywers begin versnel voordat die vlag gesak het, of
3. 'n Drywer poog om 'n ander verby te steek voor die wegspringlyn, word die wegspring prysgegee en word nog 'n rondte gewag.

**ONTHOU :** Die kart in die nommer 1-posisie gee **te alle tye** die pas aan.

Die afsitter is by magte om diegene wat voortydig begin versnel of probeer verbysteek na die agterste posisies op die wegspringrooster te skuif.

Drivers must maintain their positions until the start flag drops and they have crossed the starting line. If a driver flagrantly or repeatedly improves his position, or refuses to line up properly, the Race Director shall put the driver to the rear of the line-up. If any class cannot receive the starting flag in two consecutive laps due to the failure of the front karts to maintain a proper pace lap speed, the offending kart or karts will be penalized and moved to the back of the grid. The second row kart or karts will then move up to the first row and have two chances to take the flag. The front row will not be penalized for the actions of the karts behind them.

***Note: The judgment of the starter is not protestable.***

#### **14.6 START OF THE RACE:**

***Rolling Start.*** The race shall begin when the starting flag is dropped. **Karts may not change their position until crossing the start line.** At the Race Director's option, the start may be controlled by the use of cones placed on the centre line of the track to keep the two rows of karts separated. Recommended procedure is to use no more than three cones and they may not extend past the

start line. If after the start of the race, the starter decides that a restart is necessary (i.e. false start, poor start) he shall signify a restart with yellow and red crossed flags. Karts shall reform their positions in the pack for a restart at a slow pace in their original grid positions. The Race Director may impose penalties on the kart or karts that necessitated a restart condition.

**Note: The decision to restart a race is not protestable.**

## 14.7 WEDRENVEILIGHEID

Met die afsit van die wedren en binne voltooiing van die eerste rondte kan die wedren gestop word indien enige botsing plaasgevind het waardeur ander deelnemers benadeel word. In so 'n geval sal die wedren met 'n rooi vlag gestop word en al die deelnemers vorm weer in hul oorspronklike posisies op vir 'n wegspring. Sou daar egter karts sodanig beskadig wees dat hulle nie kan wegspring nie, kan die afsitter die hele groep terugbeveel na die kuipe om die nodige herstelwerk te gaan doen. Die volgende wedrengroep word dan uitgeroep. Competitors in the aborted race will be given time for repairs until the substituting race is over. Drivers failing to appear on track at this stage, will forfeit the race. Die betrokke groep sal nie vir langer as een wedren uitgestel word nie.

In die geval waar 'n drywer in die eerste rondte beheer oor sy/haar kart verloor het sonder om 'n mede-deelnemer te benadeel, gaan die wedren normaal voort.

## 14.8 DRIVING REGULATIONS

- 14.8.1 A competitor shall, at all times, drive in a manner compatible with general safety.
- 14.8.2 Manoeuvres liable to hinder other competitors such as premature direction changes, obvious obstruction, deliberate crowding, dangerous lane changes, premature braking, braking on exits of corners or any other abnormal actions are strictly prohibited.
- 14.8.3 No competitor may change direction more than once down the straight.
- 14.8.4 When a competitor leaves the track while competing he shall immediately bring his kart under control and rejoin the race near the place he left the race when it is safe to do so. No advantage must be gained over the other competitors, nor may he disadvantage any other competitors upon rejoining.
- 14.8.5 **Contact racing is prohibited** for all **open wheeled** classes. **Non Contact** shall mean nothing more than the coming together of karts caused by close racing. Although it is understood some inadvertent contact will occur, intentional and avoidable bumping, nerfing, pushing, etc., will be grounds for disqualification. Such coming together shall not be forceful enough to cause the leading kart to be placed in a different racing line involuntary. You will be warned only once with a *black and white flag*, a second warning will result in a waved black flag.

- 14.8.6 On the first lap:
1. Passing manoeuvres are permitted.
  2. An accident / incident that causes a disadvantage to other competitors, will automatically cause the race to be restarted.
  3. If a competitor is spun out by another competitor the race will be restarted and the transgressor punished.

14.8.7 **OVERTAKING & LAPPING**

The following shall apply to overtaking:

1. The leading competitor may not change direction more than once down the straights.
2. The driver who has his/her feet in the corner first, irrespective of the driving line, has the benefit of the corner. The beginning and end of the corner will be demarcated with a tyre painted white.
3. The corners as well as the approach and exit zones thereof may be negotiated by the competitor in any way they wish, within limits of the track and constraints imposed by rules/regulations.
4. Overtaking, according to the possibilities of the moment, may be done on the inside or outside.

**14.9 MINIMUM ENTRANTS:** A minimum of 5 karts per class must be entered, scrutinized and started in the first heat in order to have a scoring race as such. Indien daar minder as 5 karts in 'n spesifieke klas ingeskryf is, maar almal neem aan 'n betrokke wedrensdag deel, sal dit soos 'n klubkampioenskaps-wedren punte verdien.

**14.10 MAXIMUM ENTRANTS:** The maximum number of karts permitted in any one heat will not exceed 9 entrants. Klasse groter as 9 ryers sal in twee groepe verdeel word volgens die puntelys. Die groepe sal vir eerste twee uitdunne individueel geloot word en vir die volgende twee uitdunne as enkelgroep. The main event will consist of the ten highest scoring entrants from the days races.

**14.11 WEDRENAFSTANDE :**

Die tydsduur van alle uitdunne sal bepaal word deur die aantal karts wat wegspring + 2 rondtes. Dit sou beteken dat 5 karts in 'n wedren  $5 + 2 = 7$  rondtes sal jaag. Geen wedren sal korter as 7 rondtes wees nie. In langer wedrenne mag die Wedren-direkteur na sy eie goeddunke die wedren verkort indien te veel karts in die loop van die wedren onklaar geraak het.

**14.12 JUNIOR KARTS REGULATIONS**

The primary purpose of the Junior Kart Class is to serve a training / educational process to teach and improve driving skills to beginning drivers, additionally to teach racing safety and race event procedures to children. Juniors will be regarded children between the ages of 5 and 14 years. The Committee of

CODK maintains the rights to allow older children to start their racing career in this class, with the explicit understanding that such an individual, after finishing first in any three heats, must move on to a next class.

**“If you have to cheat to win,  
you have won nothing!”**

## **15. THE KART**

**15.1 RAME:** Slegs kommersieël vervaardigde rame van erkende fabrikate (Of proven safe design) mag gebruik word. Main frame members shall be constructed of nominally round tubing, allowing for normal distortion and elongation near bend radii. Minimum diameter for main frame members is 25,4mm and maximum diameter is 35mm. Minimum tubing wall thickness at 1.6mm. Die hegpunte moet gesweis wees en 'n soliede struktuur vorm wat in ooreenstemming met die aandrywing veiligheid bied vir die bestuurder, deelnemers en toeskouers. Geen uitstaande pype en/of endte moet op so 'n manier verby die hoeke of sye van die kart uitsteek/-staan dat dit benadelend is of kan wees vir ander deelnemers nie.

Buitemate van kart mag nie 2000mm lank x 1400mm wyd oorskry nie.

**15.2 FLOOR PAN AND SEAT:** These items shall be of a design that would prevent any portion of driver's body to pass between these components to the track surface. A full floor or belly pan is allowed providing it is within the area inside of the main frame rails and is no higher than the centre of the rear axle.

**SEATS:** Seat must be of one-piece or moulded construction with a bucket-shaped design. Seat must securely locate driver laterally and longitudinally. Seat must bolt securely to the frame at a minimum of four different locations. Only solid spacers may be used to position the seat. The use of rubber mountings or ready-bolt (threaded bar) for this purpose is not allowed. No lay down seats allowed.

Oortreksels is aanvaarbaar alleenlik as dit in die geheel vasgeplak word aan die sitplek. Geen los oortreksels, insetsels of kussings is toelaatbaar indien dit 'n veiligheidsrisiko inhou nie.

**15.3 REAR BUMPER:** Rear bumper must be a rectangular shaped loop with rounded ends. The bumper should protect both the rear wheels. A straight length of tubing will not be permitted as rear bumper. The bumper must be constructed of 25mm maximum diameter steel tubing with a 1,6mm wall thickness and positioned so that: Maximum Height: 220mm (as raced) Minimum Height: No lower than rear axle. These bumpers should cover half or more of the rear wheels if viewed from behind. The upper hoop must be supported in by at least two vertical supports. There must be a tubing section linking the two chassis bolts

**NB :** The overall width of the kart may not exceed 1,400m.

**15.4 FRONT BUMPER :** Only original bumpers manufactured from plastic is allowed. No metal reinforcement may be used on or inside these bumpers. Versterkings mag alleenlik gebruik word as ankers en nie oor die lengte aan die binnekant van die skerm nie.

## **16. WHEELS AND TYRES**

**16.1 TYRES:** Pneumatic, designed for racing application tyres only, maximum tyre size will be 7,1 x 11 x 5. No restriction on type of tyres.

**16.2 WHEELS:** Material optional, but must be of proven design capable of maintaining tire bead seal in competition conditions. Only wheels on a 5 inch rim will be allowed to compete.

## **17. AXLES AND HUBS**

**17.1 WHEEL HUBS:** must be constructed of metallic materials. Wheels to be secured by using either bolts or studs.

**17.2 WHEEL BEARINGS:** Round ball or roller-type bearings only. Wheel bearings must be adjusted so there is no excessive wheel play.

**17.3 REAR AXLE ASSEMBLY:** Axles may be solid or tubular of one-piece design. Minimum diameter is 25mm and maximum axle diameter is 50mm. Axles must be of a ferrous material. Both driving wheels must be locked to the rear axle with a "live" axle design.

**18. STEERING:** Must be of direct, mechanical type.

**18.1 STEERING SHAFT** and all other steering components, may not be manufactured from *High Tensile* or *Stainless steel*. Bolts and fastners are excluded.

**18.2 STEERING WHEEL:** Steering wheels should be completely circular, minimum 250mm diameter and minimum 2 spoke design.

**19. BRAKES :**

**MINIMUM BRAKES:** All karts must have brakes working in such a manner to at minimum, brake both rear wheels equally and adequately. Brake pedal must be secured to the kart with safety lock nuts. Enige hidroliese skyfremstelsel wat op die agteras werk, kan gebruik word. Remme op die vooras/te is nie toelaatbaar nie. No scrub or band-type brakes allowed. Master cylinder actuating rod must be at least 6mm diameter solid steel rod without any welding done onto it, or a cable of at least 3mm diameter with positive fasteners at each end. Connector blocks may not be used for this purpose. Only Crosby clamps allowed or else professionally made cables to be used.

**20. CHAIN GUARD:**

The kart should be fitted with a channel shaped chain guard constructed of suitable steel not thinner than 1,2mm to avoid injuries in case of breakage. At least  $\frac{3}{4}$  of the chain, when viewed from above, must be covered. The chain guard shall be closed in front to cover the whole clutch and should give adequate protection on the sides to prevent any possible contact with the clutch or chain.

**21. FUEL SYSTEM**

**21.1 TANKS:** The original gravity feed fuel tank may be used. If using any other fuel tank, the tank must be securely fastened to primary frame/structure/floorpan of the kart. Fuel tank must be located within main frame rails beneath the steering shaft unless integral part of engine. Maximum of one fuel tank permitted with maximum 5 litre capacity. Fuel tanks must be constructed of puncture-resistant material and have a secure, leak-proof fill closure. No pressurized fuel systems are allowed.

**21.2 FUEL:** Only commercial fuel may be used. No other type of fuel will be allowed. Die gebruik van methanol word onder geen omstandighede toegelaat nie.

**22. BODYWORK**

**IMPORTANT :** No kart will be allowed on track with anything resembling mud guards or mud flaps.

**WORKMANSHIP:** General suitability for competition, workmanship and appearance of kart will be considered in approving it for entry in an event. Decision of the race officials is final.

**APPEARANCE:** All bodywork must be neat in appearance and in good repair. Bodywork that appears loose and in danger of falling off may subject the entrant to black flag and/or disqualification during the running of an event.

**22.1 STEERING FAIRING (BIB) :** A fairing may extend from the front bumper rearward on an angle roughly paralleling the steering shaft. No portion of the steering fairing may be located within 75mm of any part of the steering wheel.

**22.2 SIDE PANELS/PODS:** Side panels or pods to be used and must be securely mounted. Plastic side pods are preferred. These may, however, be replaced with a tubular nerf bar covered with Lexon. Nerf bars must be constructed of minimum 20mm diameter steel tubing, and must be secured by a minimum M6 HT bolt. The rear portion of the nerf bar may not protrude laterally beyond the rear tire. This may not have any sharp corners or edges that may cause injury to any competitor.

Die ontwerp en plasing van hierdie komponente moet so wees dat die kart nie van die sye “binnegedring” kan word nie en dat dit bewegingsvloei sal toelaat.

**NB : No fibre glass, or plastic that is liable to shatter under impact, like Perspex, may be used on a kart.**

**22.3 NUMBERS AND NUMBER PANELS:** Two numbers are to be displayed on the kart, one at the front centre of the vehicle as viewed from the front and at the rear of the vehicle as viewed from behind. A maximum of two digits may be used, excluding the A identifying CODK. Digits should be 150mm high and must be black, blue, red or dark green on a white or yellow background only. Numbers must be mounted on plastic number plates only.

## **23. ELECTRICAL :**

**23.1 CUT-OUT SWITCH :** All karts must have a functional cut-out switch in its original position. It can alternatively, be mounted on the steering column. A loose wire to short-circuit will not be tolerated.

**23.2 BATTERY :** Where a kart is fitted with a battery, it must have a metal hold-down bracket over it and be clamped down with at least 2 x M6 bolts. Tie-down straps (cable ties) may not be used. The battery may not be in close proximity of the fuel tank.

## **24. MISCELLANEOUS**

**24.1 THROTTLE RETURN:** It is compulsory for all karts to be equipped with positive acting dual throttle return springs.

- 24.2 INSPECTION MARKING:** Method of engine and/or tire marking is at the discretion of the officials in charge. Any means undertaken by a competitor to duplicate, counterfeit or otherwise avoid normal component-marking procedures is cause for immediate disqualification and possible suspension of membership privileges.
- 24.3 PEDAL MOUNTING:** Front bumper that incorporate pedal mounting points must be either welded to the frame or through-bolted.
- 24.4 SUSPENSION:** Use of suspension components of any type, including springs, shocks, etc., is prohibited.
- 24.5 DUAL BRAKING:** Dual braking systems (front and rear) are prohibited.
- 24.6 TRANSMISSION:** No transmission, gearbox or other device which permits a change of gear/sprocket ratios while the vehicle is in motion is allowed. Torque converters and CVTs are prohibited.
- 24.7 DIFFERENTIALS / WHEEL DRIVE or WHEEL STEER:** The use of differentials or any differential type of rear axle or any type of system that permits the rear wheels to turn independently of each other is not permitted. Front wheel drive, four wheel drive, rear steer, and four wheel steer are not permitted.
- 24.8 DRIVER WEIGHT AND WEIGH-IN:** In all cases, minimum weight is defined as total weight of driver and kart in as-raced condition. All drivers may be subjected to a minimum combined kart/driver weight check. Mounting of weights to nerf bars, front bumpers and rear bumpers is prohibited.

All weights must be white in colour for visibility. All additional weight pieces to be bolted down :

1kg and less = 1 x M8 HT bolt + nyloc;  
More than 1 kg = 2 x M8 HT bolts + nylocs.

No cable ties / tempory fasteners may be used. No added weight allowed on driver.

**If anything is not stipulated permissible  
in a rule, it is illegal to do it!**

**25. ENGINE RULES :** The following rules will be applicable to all karts competing in events staged by **CAPE OVAL DIRT KARTING** during the 2010/2011 racing season.

**GENERAL**

- 25.1 Only Honda or Hoffmann GX type 4-stroke engines (or “look alike” engines) will be used to participate in the classes mentioned below.
- 25.2 Participants will be allowed to use an engine of smaller capacity than the class states, on condition that the smaller engine complies with all the rules applicable to the specific class.
- 25.3 The changing of original mounting points to accommodate the carburettor will not be permitted in any class whatsoever:
- 25.4 For the 2010/2011 season GX 160 engines with a GX 240 carburettor will be allowed on an experimental basis in the 200cc class. See class details for technical specifications.

**25.4 The following rules apply to all classes:**

<b>Nuts, bolts &amp; washers</b>	No limitation on origin, grade or type of nuts, bolts and washers used.
<b>Exhaust</b>	Any exhaust may be used. It must be secured on two different mounting locations. Must slope downward not more than 45°. Exhaust fumes / gasses may not cause affect to fellow competitors. When deemed necessary, restrictions on sound levels may be enforced.
<b>Fuel Tank</b>	The gravity feed fuel tank may be removed and any applicable fuel pump may be fitted.
<b>Carburettor</b>	No adaptors may be used between cylinder head and carburettor. (See 200cc class for exception allowed)

**26. JUNIORS This is a standard class. Age 5 to 14 years.**

The engine must comply with the original specifications of the manufacturer. The following changes are permitted:

1. Machine crankshaft to fit a bearing on big end.
2. Machine crankshaft end to fit a clutch.
3. Remove low oil sensor and governor.
4. No other machining allowed.

Engine capacity      166cc max.

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Valves	Original Honda / Hoffmann valves and rockers for this engine only. Original Honda / Hoffmann 34mm free length valve springs for this engine only.			
	Diameters	Head (mm)	Stem (mm)	
	Intake valve	25 max.	5,48 max	5,32 min
	Exhaust valve	24 max.	5,44 max	5,28 min
Piston and rings	Original Honda / Hoffmann pistons and rings for this engine only to a maximum of second oversize. No machining on piston allowed. Piston may not protrude above bore.			
Air cleaner	May be replaced. Standard plastic intake housing must be used. No machining on intake allowed. Secured in two locations.			
Carburettor	Original Honda / Hoffmann 160-carburettor for this engine only. Butterfly size = 18mm; No adjustable main jets allowed ; Original 7mm spacer block must be in position ; Gasket may be matched to carburettor intake.			
Cylinder head	Combustion chamber must have a capacity of not less than 12cc when plug is fitted. No porting or polishing of ports allowed.			
Head gasket	Original Honda / Hoffmann head gasket for this engine only. No handcrafted head gaskets allowed.			
Camshaft	Original Honda / Hoffmann camshaft for this engine only. Maximum cam height allowed : Intake = 28 mm, Exhaust = 28 mm. No re-profiling allowed.			
Mass of racing unit	100 kg min.			

No engineering tolerance will be allowed.

***Any changes not stipulated above are not permitted.***

**27. 200cc** Age 12 years and older.

<b>Engine</b>	GX 160 Experimental for 2010/2011 season	GX 200
<b>Engine capacity</b>	175cc max using GX 240 carb.	200cc max.
<b>Valves diameters</b>	Intake valve : 25mm ; Exhaust valves : 24mm	
<b>Piston</b>	No limitation	
<b>Carburettor</b>	GX 240 carb with max. 80mm adaptor allowed.	No limitation
<b>Air cleaner</b>	May be replaced	

<b>Cylinder head</b>	No limitation
<b>Head gasket</b>	No limitation
<b>Camshaft</b>	No limitation
<b>Mass of racing unit</b>	120 kg min.

No engineering tolerance will be allowed.

**28. 300cc** Age 16 years and older.

<b>Engine capacity</b>	300cc max.
<b>Valves diameters</b>	Intake valve: 30mm; Exhaust valves: 26mm
<b>Piston</b>	No limitation
<b>Carburettor</b>	No limitation
<b>Air cleaner</b>	May be replaced
<b>Cylinder head</b>	No limitation
<b>Head gasket</b>	No limitation
<b>Camshaft</b>	No limitation
<b>Mass of racing unit</b>	160 kg min.

No engineering tolerance will be allowed.

**29. 390cc** Age 18 years and older.

The engine must comply to the original specifications of the manufacturer. The following changes are permitted:

1. Machine crank shaft to fit a bearing on big end.
2. Machine crank shaft end to fit a clutch.
3. Remove low oil sensor and governor.
4. An electric starter may be fitted.
5. Valves may be machined to fit cotters only.
6. No other machining allowed.

Engine capacity	395cc max.
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Valves	<p>Any valve may be used, on the following conditions:          Valve head diameter to correspond with original Hoffmann/Honda valves for this engine.          Length of valve stems to correspond with original Hoffmann/Honda valves for this engine.          Diameter of valve stem may not be less than <b>7mm</b>.          Original Hoffmann/Honda valve springs with 39mm free length to be used only.          Only machining allowed on valve will be cutting to length and grooving for cotters.</p>					
	Diameter of Valve Head	<table border="1"> <tr> <td>Intake valve</td> <td>Exhaust valve</td> </tr> <tr> <td>35 mm max</td> <td>32 mm max</td> </tr> </table>	Intake valve	Exhaust valve	35 mm max	32 mm max
Intake valve	Exhaust valve					
35 mm max	32 mm max					
Piston	<p>Original Honda / Hoffmann pistons and rings for this engine only to a maximum of second oversize. No machining on piston allowed. Piston may not protrude above bore.</p>					
Air cleaner	<p>May be replaced. Standard mounting points to be used. Secured in two locations.</p>					
Carburettor	<p>Original std Honda / Hoffmann 390-carburettor for this engine only. Butterfly size = 27mm.          No adjustable main jets allowed;          Spacer block of 15mm must be in position;          Gasket may be matched to carburettor intake.</p>					
Cylinder head	<p>Combustion chamber must have a capacity of not less than 36cc when plug is fitted. No porting or polishing of ports allowed.</p>					
Head gasket	<p>Original Honda / Hoffmann head gasket for this engine only. No handcrafted head gaskets allowed.</p>					
Camshaft	<p>Original standard Honda / Hoffmann camshaft for this engine only.          Maximum cam height allowed : Intake = 33mm, Exhaust = 32,5mm. No re-profiling allowed.</p>					
Mass of racing unit	<p>180 kg min.</p>					
Dyno Testing	<p>No engine may exceed 20hp or 32 ft/lb torque. when tested on a dyno.</p>					

No engineering tolerance will be allowed.

***Any changes not stipulated above is not permitted.***

**30. 425cc**

**Age 18 years and older.**

<b>Engine capacity</b>	425cc max.
<b>Engine casing</b>	Only Honda / Hoffmann 340 / 390 GX casing is allowed.
<b>Valves</b>	No limitation
<b>Piston</b>	Only industrial type pistons applicable to stationary engines may be used. No automotive piston allowed.
<b>Carburettor</b>	No limitation
<b>Air cleaner</b>	No limitation
<b>Cylinder head</b>	No limitation
<b>Head gasket</b>	No limitation
<b>Camshaft</b>	No limitation
<b>Mass of racing unit</b>	200 kg min.

No engineering tolerance will be allowed.

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