

## **Appendix G**

# **Karting: Rules and Regulations**

### **Index**

- G1. General Principles
- G2. Track Requirements
- G3. Track Equipment
- G4. Licences
- G5. Race Procedures
- G6. Drivers Conduct/Protective Clothing
- G7. Scoring Points
- G8. Penalties
- G9. Medical and Safety Requirements
- G10. Officials
- G11. Additional Supplementary Regulations and Text
- G12. Technical Specifications for Karts Scrutineering
- G13. KMSF Technical Specifications for Karts
- G14. National Cadet & Junior GP Karting Championship  
National Standard Competition Rules

### **INTRODUCTION**

- a) Karting is administered under the provisions of the code of the COMMISSION INTERNATIONALE de KARTING (CIK), the General Competition Rules of Kenya Motorsport Foundation and it's affiliates (NCR's), National Supplementary Regulations (NSR's), other regulations and instructions which may from time to time be issued by Kenya Motorsport Autocross and Karting Commission (hereinafter referred to as A&KC) and the Additional Supplementary Regulations (ASR's) published for each particular kart competition.
- b) Where there is a contradiction between the ASR's and these NCR's, the latter shall take precedence.
- b) These National Competition Regulations may generally only be amended for safety reasons or as a result of force majeure.
- d) Unless authorization to the contrary is granted by the Autocross & Karting Commission, Regional Championship regulations must cater for all classes and conform to these National Supplementary Regulations.

### **G.1 General Principles/Permits**

- G.1.1 It is a breach of these National Competition Rules to organise, compete, or in any way take part in any kart competition for which the KMSF has not issued a permit.

G.1.2 A permit is not required for a practice session which shall not be of a competitive nature. It must not include a simultaneous starting or finishing of a group of drivers or anything which might encourage competition between two or more drivers. There must, of course, be no results announced or published and no awards given. Permits for Kart competition are issued to clubs registered either as Motor Clubs or specifically as Kart Clubs with approval from the Autocross and Karting Commission.

## **G.2 Tracks**

G.2.1 In approving the venue for kart tracks, as many details as possible will be considered, but the final approval as to the suitability of the track on any particular day shall rest with the KMSF Steward of the day.

- a) Two types of circuit will be approved, i.e. permanent and temporary. A permanent circuit is one of the main features of which can only be changed by physical reconstruction. A temporary circuit is one defined by markings that can be readily moved.
- b) Plans for new circuit projects or modifications to existing circuits must be sent to the A&KC for its approval prior to any works being undertaken. Failure to do so may result in the circuit/modifications not being approved by A&KC. At least 8 weeks' notice must be given when applying for a permanent circuit licence after inspection and approval of the circuit, a circuit licence will be issued at an annual fee.
- c) The plan of the circuit to be submitted to A&KC when applying for a circuit licence, for tracks not approved and holding non championship events these requirements should be sent in with your permit application and shall be to a scale of not less than 1:500, and shall indicate:
  - Start and finish
  - All enclosures and entrances
  - All safety / protective barriers
  - Race control
  - Flag marshal posts
  - Position of entry to and exit from the pits
  - Pre-race paddock
  - Position of timekeepers and lap scorers
  - Public address system
  - Secretarial control
  - Place of inspection by competitors of practice times and race results
  - Assembly grid for 125cc starts
  - Length of circuit showing maximum and minimum measurements
  - Type of surface

Medical facilities  
 Scrutineering area  
 Weighing area  
 Welding area  
 Parc fermé for technical inspections  
 Noise control area  
 Toilet facilities  
 Grandstands Refreshment areas  
 Car parks for officials and competitors

- d) With effect from 01 January 2009, all new permanent circuits intending to stage national or international events were required to be built to conform fully to the CIK circuit regulations for at least a “C” grade circuit

(In the case of national events), or the appropriate grade of CIK licence applicable for intended international events.

- e) Measurement of circuit length shall be made along the right hand edge. Circuits used for karting events, whether permanent or temporary, must have a minimum length of 700 meters. For circuits built prior to 31 December 2006, a minimum length of 600 meters is permitted. For permanent circuits built after 01 January 2007, the following are the minimum requirements:

1) **Length**

- |                      |                     |             |
|----------------------|---------------------|-------------|
| i) Minimum length    |                     | 700 meters  |
| ii) Maximum length   | Non-gearbox classes | 1500 meters |
| iii) Gearbox classes | No restriction      |             |

2) **Width**

- |                            |                  |
|----------------------------|------------------|
| i) Non-gearbox classes     | 6 meters minimum |
| ii) 125cc gearbox classes  | 6 meters minimum |
| iii) 250cc gearbox classes | 8 meters minimum |

3) **Maximum length of straights**

- |                        |                |
|------------------------|----------------|
| i) Non-gearbox classes | 170 meters     |
| ii) Gearbox classes    | No restriction |

4) **Surface**

- i) Asphalt to concrete around the whole length of the circuit.

5) **Circuit edges**

- i) Both edges of a permanent circuit shall be clearly marked by a continuous painted yellow line at least
- ii) 100mm wide, but not exceeding 150mm wide, and shall be laid in such a manner as not to constitute a hazard to competitors. There must be no drop between the edge of the circuit and the verge adjoining the circuit.

6) **Kerbs**

Kerbs, at the point that they meet the track surface, should have a vertical rise of not more than 40 millimetres above the circuit surface and shall have a slope to their outer edge not exceeding 5%.

7) **Run-off areas**

All run-off areas shall be level and free of large stones, erosion gulleys and other obstacles. All hazards to a kart leaving the circuit, such as poles, ditches, etc., shall be cushioned or protected. Any object used as a marker shall be of such a size and weight that it will not constitute a hazard.

8) **Spectator areas**

Spectator areas shall be separated from the circuit by efficient restrictive fencing, the minimum height of which shall be 1 meter. Such fencing shall be a minimum distance of 6 meters from the circuit edge on any straight and 8 meters on any corner. There must be a safety barrier (min. a tyre wall) on the circuit side of the fence, if the fence is less than 10 meters from the edge of the track.

9) **Safety barriers**

Safety barriers will consist of tyres bound together in the prescribed manner (details of which are available from A&KC on request). The tyres shall generally be stacked four high with one row overlapping the other by 50%. One row of the safety barrier shall be the minimum approved protection, unless otherwise stated. The face of the safety barrier shall not be less than 3 meters from the circuit edge, except in exceptional cases where A&KC have approved to the contrary. Track owners/event organisers are encouraged to face the tyre barriers with conveyor belting, suitably attached to the tyres with bolts. At points where karts may be expected to exceed 65 km/h the safety barrier shall consist of two rows, the rows being separated by a distance of 3 meters, unless the face of the tyre wall is protected with conveyor belting.

10) **Enclosures (Pits, paddocks, constructions, clubhouses etc.)**

No unprotected enclosure/construction shall be less than 20 meters from the circuit unless there is the approved type of tyre wall safety barrier between the enclosure and the circuit. Any enclosure/construction protected by a safety barrier shall not be less than 6 meters from the edge of the circuit and not less than 3 meters from the safety barrier, unless A&KC's circuit inspectors have approved otherwise in exceptional cases.

11) **Pits**

The pits shall be fenced/clearly taped and protected as are other enclosures, and shall have a firm surface. The entry to the pits from the circuit shall be immediately preceded by a chicane or bend to reduce the speed of a kart

substantially. The width of the lane after the chicane shall be less than the width of two karts. There shall be an entrance to the circuit from the pits, controlled by officials.

12) **Pre-race paddock**

There shall be an area in which karts can be assembled prior to a race. This area shall be within sight of the start line and must be able to accommodate at least 36 karts. A line is to be painted across the pit road at a reasonable distance after the exit from the pre-race paddock but before entry onto circuit, beyond which line the pushing of karts is no longer permitted.

G.2.2 All tracks shall comply with the following standard conditions:

- a) Each straight shall be preceded and succeeded by a corner of such radius as to cause appreciable reduction in the speed of competing vehicles.
- b) Any marker shall be of such size and weight that it will not constitute a hazard. If tyres are used, they must be securely lashed together in groups of five of the same diameter.
- c) Where permanent race circuits are used, spectators will be in the normal spectator enclosures; otherwise they will be confined to fenced enclosures.
- d) Competitors who are not actually taking part in an event and their assistants shall also be confined to fenced/marked enclosures and controlled by restricted access.
- e) For all enclosures, the absolute basic minimum is the use of an upright marker tape and posts barriers which should be a minimum of 6 metres from the track.
- f) All Karts shall be in a safe position in relation to the course.
- g) There shall be a paddock for competing Karts. There shall also be a pass way or entrance to the track from the paddock controlled by officials. Adjacent to this entrance, preferably in the paddock but, if not, on the track itself, there shall be an area on which Karts can be assembled prior to a race. This area shall be within sight of the start line.
- h) Access to all enclosures and to the track shall only be by means of controlled entrances.
- i) The start line must be a minimum of 50 metres from the first corner.
- j) The grid for a standing start will be laid out so that the number of Karts in the second row is one less than the first; the third row equals the first; the fourth the second—and so on.
- k) The surface shall be similar; that is, sealed or unsealed throughout the length of the track.
- l) **Race track used for Championship shall be closed 6 days prior to Official Practices / qualifying or race day**

### **G.3 Track Equipment**

G.3.1 Warning notices clearly stating **“WARNING MOTORSPORT CAN BE DANGEROUS”** should be displayed on the track and spectator tickets with a suitable indemnity on the reverse.

G.3.2 Signalling equipment as follows:

- a) For the Clerk of the Course, one red and one black flag.
- b) For each Flag Marshall, one yellow and one blue flag.
- c) For the Starter, national flag, black and white chequered flag, some means of signalling last lap.
- d) For the Chief Paddock Marshall, signal board inscribed “ASSEMBLE FOR RACE NO...” (Together with a supply of chalk to write in the race numbers)

G.3.3 Fire extinguishers ( a minimum of 4 ) with certificates from the manufacturers or their agents to the effect that they are in working order, of which one must be available at the start line, one in the paddock in immediately visible position, and two strategically placed round the track under the specific jurisdiction of the marshal. Fire extinguishers should also be clearly placed in the paddocks.

G.3.4 Track cleaning equipment comprising of:

- a) Two brooms
- b) A shovel.
- c) Cement dust or similar for removal of oil from surface.
- d) First aid equipment.
- e) A Starter’s sheet and an Official’s signing-on sheet in the control of the Secretary of the Meeting.
- f) An official notice board prominently sited in the paddock.
- g) Optional insurance should be made available.

### **G.4 Licences**

G.4.1 All competitors, whether entrants, drivers or both, shall before taking part in a meeting under a KMSF permit, be in possession of a competition licence.

G.4.2 Prospective competitors under the age of 18 may apply for a junior competition licence but must have their application form countersigned by a parent or guardian.

G.4.3 A licence is obtained by filling in the appropriate application form from KMSF. When completed, this should be returned to KMSF with a remittance of the appropriate fee and two photographs.

## **G.5 Race Procedures**

- G.5.1 Drivers shall sign a Starter's sheet before taking part in a meeting (including practice). Signature of this sheet involves a declaration of medical fitness and undertakings and indemnities in respect of promoters, officials and fellow competitors.
- G.5.2 On display of the "Assemble for Race No." signal board, Karts shall assemble at the entrance to the track from the paddock in their starting order to await notification of the start. Starting positions shall be notified by the Paddock Marshall or displayed on a blackboard or a notice board.
- G.5.3 Drivers will be under Starter's Orders from the moment that the Starter signals them onto the track or they reach the starting area.
- G.5.4 Starts for races shall be:  
Cadet & Junior GP Class..... standing start  
R100 – Rolling Start  
Max 100 – Rolling Start  
Class 1..... standing start  
Class 2 .....either a standing start with engines running or a rolling start
- G.5.5 The order in which the Karts shall be arranged will be determined by:  
Ballot (in respect of first heat only) or finishing order of a preceding race.  
No. 1 (pole) position shall be on that side of the track which is on the inside of the first corner after the start.
- G.5.6 Drivers required to carry yellow on their number plates must occupy the rearmost grid positions.
- G.5.7 In the event of a rolling start, on display of the green flag, Karts will proceed round the course in formation at a steady pace to await the starting signal. The driver in No. 1 position shall control the pace. When the starter is satisfied that the Karts are approaching the start line in correct order, the starting signal will be given.
- G.5.8 If the case of a standing start, Karts will be assembled on the starting grid and notification of the start given. When the Starter is satisfied that the drivers are ready, the signal to start will be given.  
  
Any driver who is unable to take part in the start, shall raise his left hand and shall remain stationary with an arm raised until after the start when he shall remove his kart from the track at once.
- G.5.9 There will be three laps maximum in the assembly of rolling starts.

## **G.6 General: Regulations concerning Changes**

- G.6.1 a) Changing Karts mid-race is not allowed.  
b) Changing Karts between races is allowed.

c) Changing Karts mid-season is allowed within class limitations (points not transferable between classes).

G.6.2 Changing class mid-season is allowed (but accumulated points not transferable).

G.6.3 Changing engines or parts between races is allowed.

### **G.7 Drivers' Conduct and Safety Clothing**

G.7.1 Drivers shall wear whilst driving a crash helmet, which shall give full temple protection. Goggles or visors, gloves, ankle protection footwear and stout clothing shall also be worn.

G.7.2 All persons shall conduct themselves in an orderly manner.

G.7.3 In no circumstances may a kart be driven or pushed in any direction except in the direction of the course.

G.7.4 All practising and racing shall be done in a clockwise direction.

G.7.5 Any driver stopping on the track or its verges shall immediately push his kart to a position where it will not cause obstruction.

G.7.6 Where a driver consistently drives with a wheel or wheels off the track, this may be deemed disorderly driving.

G.7.7 When all the wheels of a kart are outside the edge of a track, this shall be deemed as persistent disorderly driving.

G.7.8 If there is a pit area, this shall be left and entered only by the correct exit and entrance.

G.7.9 After receiving the end of race (or practice) signal, each driver shall continue at a reduced speed to the paddock.

G.7.10 No alcohol may be consumed by any competitor 12 hours before, or during an event.

G.7.11 The consumption, or possession, of alcoholic beverages is not permitted in the paddock area.

## G.8 Points Scoring

G.8.1 Points will be scored as follows:-

1 <sup>st</sup>	20
2 <sup>nd</sup>	17
3 <sup>rd</sup>	15
4 <sup>th</sup>	13
5 <sup>th</sup>	11
6 <sup>th</sup>	9
7 <sup>th</sup>	7
8 <sup>th</sup>	5
9 <sup>th</sup>	4
10 <sup>th</sup>	3

Fail to finish – 0

G.8.2 Points allocated in the final are accumulated or the year end championship.

G.8.3 All KMSF permitted events to count.

G.8.4 In the event of a tie:

The competitor with the highest number of first places shall be placed first.  
If there is still a tie, the same will apply to second places.

G.8.5 Class nomination by age:) **AGE LIMITS**

- a) **50 cc Cadet:** Open to all drivers from the year of their 5th birthday, to 31 December of the year in which their 9th birthday occurs.
- b) **Junior GP:** Open to all drivers from the year of their 8th birthday, to 31 December of the year in which their 12th birthday occurs.
- c) **R100:** Open to all drivers from the year of their 12th birthday, to 31 December of the year in which their 16th birthday occurs.
- d) **Max 100:** Open to all drivers from the year of their 16th birthday

For 2007 the series will be subdivided into 50cc and 60cc categories.

For 2007 the upper age limit for Junior GP will be extended to **31<sup>st</sup> December of the year of 13<sup>th</sup> birthday.**

The only eligible karts are the **Comer TopKart C50 BabyKart** (the Cadet Kart) and the **Comer TopKart Mini 2000 60cc.**

G.8.6 Novices, including juniors, who have not held a previous Competition Licence will be subject also to the following conditions for the first four meetings in which they take part:

They shall be subject to observation by the KMSF Steward.

They shall have a yellow band conspicuously sited on all number plates.

G.8.7 Before the start of an event, a competitor must produce his competition licence and club membership card for inspection by officials of the meeting. All entries must be on the approved entry form, together with the correct fees.

G.8.8 Ages applicable on January 1<sup>st</sup> at commencement of season.

G.8.9 Championship season will be by calendar year.

G.8.10 All drivers will commence with 0 points at the start of a season.

## **G.9 Penalties**

G.9.1 Outside assistance in the event of a stall during racing is not permitted and will result in disqualification from the race.

G.9.2 Fail Scrutineering: No racing until approved.

G.9.3 Disorderly driving: disqualification from race.

G.9.4 Persistent disorderly driving: disqualification from event.

G.9.5 Disorderly conduct: A ban on attendance of two future events.

G.9.6 Second occasion of disorderly conduct: Withdrawal of competition Licence for period specified by A&KC.

G.9.7 Missing or tempering / non conformity with Technical marking or seals will result in disqualification and reporting the matter to the A&KC for action.

G.9.8 Tempering with weights or performance enhancing will result to disqualification.

## **G.10 Medical Organisation**

G.10.1 At an event there should be at least one doctor/nurse/qualified team of first-aide's (e.g. St John's Ambulance Brigade).

G.10.2 There should also be one suitable and prepared vehicle for use as an ambulance.

## **G.11 Officials**

G.11.1 All officials, with the exception of the KMSF Steward and Club Steward, are to be appointed by the Clerk of the Course. Such officials may in turn appoint their assistants.

G.11.2 Officials must include as a minimum:

- Chief Flag Marshall/Starter
- Flag Marshals
- Track Attendants - sweeping, roping, etc.
- Paddock Marshall - assembly of competitors
- Scrutineer
- Secretary
- Crowd Controller.

G.11.3 It should be noted that the Clerk of the Course reserves his right to exercise his discretion in all matters and is ultimately answerable to the organising club for all matters relating to the event. The club in turn is answerable to the KMSF.

G.11.4 The KMSF Steward is the ultimate authority for the safe running of the event and the compliance and interpretation of the regulations.

## **G.12 Additional Supplementary Regulations**

G.12.1 The promoters shall issue Additional Supplementary Regulations which, in conjunction with the General Competition Rules of the KMSF, the Standing Supplementary regulations, these Kart regulations and any further regulations published by the KMSF, shall control the conduct of individual meetings. The additional Supplementary Regulations shall give the following information:

- a) The name of the organising club, type of event, venue and date.
- b) A statement that “This meeting is a KMSF recognised event and is held under permit No. (to be completed) The meeting is governed by the current KMSF regulations”.
- c) Length of track, numbers of corners, and surface.
- d) Time of start and finish of:-
  - Scrutineering
  - Practice
  - Racing
- e) Eligible competitors
- f) Regulations concerning:
  - The races and classes
  - Length of races
  - If refuelling is permitted during a race
  - If silencers are not necessary
  - Method of deciding starting positions
  - Method of determining handicaps (if any)

- Method of selecting finalists from heats
  - Maximum number of starters per race.
  - Maximum and minimum number of total entries for the meeting.
  - Maximum number of drivers per kart.
- g) The awards; place and time of prize-giving.
- h) When entries open and close and entry fees.
- i) Name and address of the Secretary of the Meeting who will receive the entries.
- j) Name of the Clerk of the Course and Stewards of the Meeting.
- k) When and how results will be published; also the method, time limit and fees set for protests.
- l) No entry shall be valid unless the entry form is complete in every detail.
- m) Any other specific points relating to the meeting.

### **G. 13 KMSF Technical Specifications for Karts**

G.13.1 The kart should be of safe and strong construction and not including any components of a temporary character, and complying with the following requirements:

- a) **Wheel Base:** As per FIA/CIK Formula Kart only
- b) **Track:** As per FIA/CIK Formula only
- c) **Frame:** Of sound construction, and without any type of structure over the driver's feet or legs. Bumper bars integral with the chassis or chassis numbers serving the same purpose at the front and the rear are compulsory. As a maximum they shall not extend beyond the inner rims of the wheels. As a minimum they shall not be less than one foot in length. They must present a face parallel to the axles both at front/rear. At the front and rear, nothing must protrude beyond these bars or chassis numbers except wheels and tyres.
- d) **Steering:** Direct or geared, provided the design and construction is adequate.
- e) **Brakes:** The minimum is efficient braking foot operated on both rear wheels for all classes. Brakes must be either drum or disc type.
- f) **Exhaust:** So designed that exhaust gases are carried away from and to the rear of the driver. No part of the silencer or exhaust pipe shall protrude rearwards beyond a line drawn between the outer edges of the front and rear tyres. It would be preferable if they open and point side-ways or downwards so as not to present a hazard.
- g) **Throttle:** Foot-operated throttle obligatory. Positive closing; i.e., on throttle spindle or slide, and not merely or only, at a pedal end, obligatory.
- h) **Chain Guards:** Obligatory. Of sufficient strength to withstand the failing

impact of a broken chain.

- i) **Flooring:** Such that there is no possibility of a driver's foot coming into contact with the surface of the track.
- j) **Seating:** To give adequate back and sideways support to the driver.
- k) **Control pedals:** Must not protrude, even when depressed, beyond the foremost chassis components.
- l) **Fuel and Oil Containers:** May be of any material provided they are of leak-proof construction and securely mounted. They must not project beyond any of the permanent elements of the chassis at front or rear.
- m) **Fuel and Oil:** Free choice ( unless specified in the ASR's of the event)
- n) **Number Plates:** Three number plates obligatory. Each surface bearing the number shall have a flat area of at least five inches in height and in outline at least five-eighths inches wide. Numbers must be on a contrasting background.
- o) **Engines:** For the FIA Formula Classes only the approved engines are permitted and must be sealed by a A&KC Scrutineer.
- p) **Tyres:** The contracted tyre as stipulated by the A&KC is the only tyres permitted. Tyres are not free and only 5 ins. Contract tyres may be used.

#### G.13.2 Capacity and Transmission:

- a) The maximum engine capacity for Class 1 and 2 shall be 125-175 cc. The only type of kart permitted is the FIA Formula Kart as per the drawings of the CIK.
- b) Cadet Class Karts are up to 50cc karts only and maybe two-stroke engines.
- c) Junior GP Karts are up to 60cc karts only and maybe two –stroke engines.
- d) R100 Karts are 100cc only and may be restricted
- e) Max 100 Karts are 100cc only – two stroke

### G.13.3 General:

- a) Detailed specification as to design is laid down but whatever the construction; the vehicle must satisfy the Scrutineer that its construction is safe. Furthermore, it must perform safely and present no special hazard to its driver or other competitors.
- b) Organisers shall adhere strictly to the designation of classes and shall not in any way modify the title of classes.
- c) The official classes are:
  - Cadet
  - Junior GP
  - R100
  - Max 100
  - Class 1 – FIA Formula only
  - Class 2 – FIA Formula only
- d) The minimum weights in the Classes will be as follows:
  - Cadet – 70kg Kart + Driver in full kit with empty fuel tank
  - Junior GP – 95 kg Kart + Driver in Full Kit with empty fuel tank.
  - R 100 – 110kg Kart +Driver in full kit with empty fuel tank
  - Max 100 – 120kg Kart +Driver in full kit with empty fuel tank
  - Class 1 – 110 kg Kart +Driver in full kit with empty fuel tank
  - Class 2 – 125 kg Kart plus + Driver in full kit with empty fuel Tank.

## **G.14 National Cadet Karting Championship Standard Competition Rules**

### **1. Competitor s Age Limits:**

Refer to G.8.5

### **2. Racing Weight:**

- a) The Minimum Racing Weight of Kart and Driver (measured on the Scales of the day at the end of any practice, heat or race) as per G.13.3 c.
- b) Ballast carried to attain the Minimum Racing Weight will be carried on the Kart in a specific area to be advised. Ballast may not be carried on the Competitor or in the Bodywork. Ballast will be bolted or Jubilee clipped and Sealed by the Scrutineer.

### **3. Racing Karts and Engines: ( ONLY Cadet )**

- a) Kart Frame. The Only Kart permitted is the TOPKART BABYKART. Only repairs to the Frame are permitted no form of reinforcements are permitted.
- b) Kart Engine. The only Engine permitted is the Comer C50cc equipped with the Dellorto SHA 14-12 Carburettor. No Modifications, polishing, porting, matching or any form of Blue Printing is permitted. Engines must be raced as Supplied by Comer.
- c) Bodywork Supplied by TOPKART (Front Nose Cone, Front Number Panel and Side Box Pods) must be used at all Times during practice, Heats or Races. Plates of the same Material and Dimensions may replace rear Number Plates. Bodywork Mountings Remanufactured due to Accident Damage must be of the same Material and Dimensions and may not be reinforced in any way.
- d) The Organizers of the Event will supply Fuel and Oil for National Championship Rounds. It will be Mandatory for all Competitors to use the Fuel and Oil Supplied at these events.
- e) Seats: Must be of the TOPKART Design but may be Padded and Covered in fabric but Not Nylon Fabric Pure Cotton Only.
- f) Rims and Tyres: Rims must be Original TOPKART BABYKART Rims. Tyres for Dry Weather Racing will be Vega Kart Slicks. Front Size 10x4.00-5. Rear Size 11x5.00-5. No other Rims and Tyres are permitted. Tyre Pressures Minimum 10psi and Maximum 18psi.
- g) Gear Ration will be Engine Sprocket 10 teeth Axle Sprocket 89 teeth Chain Pitch 7.76 (219). Chains are Free Axle Sprockets may be any Make but must be Aluminium Material. Engine Sprockets Must be Original Equipment.

### **4. Competitors Clothing and Equipment: ( For All Classes )**

- a) Competitors will be required to wear a Properly Positioned Correctly Fitting and Secured Full Face or Motocross Type Crash Helmet of any Approved design and Quality. Splinter Proof Visors or Goggles are Mandatory. Open Face Helmets are Not Permitted.
- b) One Piece Overalls, Karting Suits made of either Leather or Pure Cotton of a Substantial Thickness with Extra Padding on the Shoulders, Elbows and Knees. Sleeves and Legs must be long enough to cover the Wrists and Ankles. Overalls, Suits must be worn at all times. Nylon Suits or Fabrics are Not Permitted. Driving Gloves that cover the Wrists and all parts of the Hands and Fingers are Mandatory. Karting Boots or Trainers that provide Ankle Protection are Mandatory. Karting Suits, Boots, Gloves and Neck Braces of CIK, FMK Labelling are Highly Recommended.
- c) Balaclavas of a Fire Proof Quality are recommended
- d) Approved Neck Supports are compulsory from 1<sup>st</sup> Jan 2007.

## **CLASS JUNIOR GP SPECIFICATIONS**

These regulations are in addition to those stated under Section G Karting Specifications General or others stated elsewhere in the karting articles affecting this class.

Minimum mass of kart, as raced – including driver, helmet and all protective clothing – 90kg.

### **A. CHASSIS**

The COMER MINI KART is the only make and type of chassis permitted. The kart chassis must be of genuine original COMER manufacture and may not be a replica. All components must be the same make and/or type as supplied as original equipment except for hubs, wheels, sprockets and carriers (provided these are aluminium) as well as seats, bearings (provided these are of the same type), steering wheel and bumpers. The rear axle bearing hangers may be slotted for the purpose of aligning the axle. The fitting of non-standard additional seat stays/supports is permitted. It is permitted to fit two castor/camber washers (one at the top, one at the bottom) to each front stub axle, by drilling holes.

### **B. ENGINE**

The only engine permitted is the Comer W60 equipped with recoil starter, centrifugal clutch, Tillotson 16mm carburettor Type HL 166 B. All parts and their dimensions must be the same as the genuine standard part obtainable from the COMER. Not more than TWO engines may be used during any one, event.

All components must be standard factory parts except as listed below:

- a) The repair of damaged threads by helicoils is permitted. No repair which has the effect of altering any actual dimension of the engine, will be permitted i.e. blueprinting under the guise of repairs is not permitted.
- b) The fitting of securing or auxiliary brackets to existing bolts, or bolt- holes, is permitted.
- c) In order to prevent the fan from rubbing against the plastic plate inside the starter cover, it is permitted for:
  - i) material may be removed from the back of the plastic plate to enable it to be fitted deeper into the cover; or
  - ii) the cover may be spaced out from the engine by the insertion of washer(s).
- d) Studs, bolts and nuts and washers may be replaced with non-standard parts of a different dimension provided these are similar and perform the same function as the original. The screw fixing the throttle or choke butterfly to its shaft may be replaced with a non-standard screw of any length provided it is a pan-head type.
- e) The only make and type of spark plugs permitted shall be Bosch W2AS and W080AS. The standard type spark plug gasket must be used. No modifications, other than electrode gap settings may be made.

- f) Mating surfaces may be lightly refaced for the purpose of preventing leaks as long as this does not alter the dimensions by more than 0.1mm.
- g) The two side cover engine screws must be cross-drilled to accommodate the sealing of these motors.
- i) The plastic chain cover attached to the engine may be replaced with a similar one of stronger material.
- j) Engine spacer plates (fitted between the engine and the engine mounting bracket), may be used as ballast. The maximum thickness permitted is 25mm, and the mounting faces of the spacer must be machined parallel.

### **C. TRANSMISSION**

Only one fixed engine/axle ratio and chain type may be used, for all circuits.

Engine Sprocket 12 teeth

Axle Sprocket 88 teeth

Chain Pitch 219

### **D. CARBURETTOR**

Standard Tillotson HL 166B. The venturi must have the standard factory cast finish and flashing trimmed to size by the factory. Fuel orifice sizes (standard): Idle – 0.70mm maximum. Slow Speed – 1.00mm maximum.

### **5. Conduct:**

- a) All Persons, Competitors, Entrants, Parents, Guardians, Family, and Service Crews shall conduct themselves in an orderly and sporting manner. Any disorderly or Un Sporting Conduct or failure to obey Official instructions or any Breach of these Regulations shall make the Entrant/Competitor concerned liable to a Penalty or Exclusion from the Event.
- b) Wild or Disorderly Driving, shall be subject to Exclusion from the Heat/Race and possibly the Event.
- c) Verbal Abuse, Bad Language, Rude Gestures and Fist Shaking or any Non Sporting Gestures from either Competitors or their Aids will result in Exclusion of the Competitor from the Event.

### **6. Competition Licences and Racing Numbers:**

- a) Competition Licenses will only be issued by Kenya Motors Sports Foundation and the following will be required on application:

Competition Licence Application form Completed in detail.

Certified Copy of the Competitors Birth Certificate.

Blood Group

Membership of a Registered Motor Club recognised by the KMSF.

- b) Racing Numbers will be issued by KMSF. Numbers of two digits will only be accepted.
- c) **Racing Numbers will be of an ARIAL FONT only and will be a Black Number on a Yellow Background for the Cadet Class and Black Number on a White Background for the GP Junior Class. Numbers will be a Minimum 14cm in Height and a Minimum 7 cm in Width with a stroke of a Minimum of 1.7cm Thick.**

Numbers One, Two and Three are reserved for National Champions and runners up and are issued at the end of each season.

## **7. Flags and Flag Signals:**

- a) The Recommended Size of Flags is Minimum 70 cm x 70 cm.
- b) The Flags will be distributed around the circuit at all Marshalling Points and at the Start/Finish Line. Flags will be used during all Practice, Heats and Races and must be respected by all Competitors at all Times. Failure to Adhere to or acknowledge or Act upon a Flag Signal the Competitor shall be liable to a Penalty or Possible Exclusion from the Event.
- c) Start Flag:

This will either be a Flag Bearing the Crest of the Organising Club, or the Crest of the KMSF. If these Flags are not available a green flag should be used. Start Flags must always be lowered to signal the Start. A False Start or Re-Start will be indicated by a Red Flag displayed during the First Lap.

- d) Finish Flag:

This will be a Black and White Chequered Flag usually waved but may be held Stationary.

- e) Red Flag:

The Red Flag when shown means that The Practice, Heat or Race has been stopped.

This Flag is shown either waved or stationary at the Sole Directions of the Clerk of Course. Once this Red Flag is seen at any point on the Circuit Competitors are required to maintain Positions and reduce their Speed to Walking Pace and be prepared to stop at any point on the Circuit or proceed at Walking Pace to the Pits.

It is not permitted for any Competitor to pass another Competitor once the Red Flag has been shown.

f) Yellow Flag:

The Yellow Flag is used to warn Competitors of any Temporary or Permanent Danger on the Circuit in the Sector in which they are in. Waved Yellow Flag means a High Level of Danger and Stationary Yellow Flag means a Low Level of Danger. It is not permitted to Pass or Overtake a Competitor under Yellow Flag conditions (unless the Competitor is Stranded, Crashed or has broken down). Competitors may resume competitive driving once they are out of the Sector that has Yellow Flags.

g) Green Flag:

The Green Flag held Stationary on an Out Lap or Warm up Lap indicates that the sector being entered is clear of any danger or that the sector that had been controlled by the Yellow Flag is now clear for racing. The green flag is sometimes used as the Start Flag.

h) Black Flag:

The Black Flag shown only at the direction of the Clerk of Course to the Competitor whose Racing Number is displayed on a board is to Stop at the Pits at the end of that Lap. It is mandatory that Competitors obey the Black Flag. Failure to do so may entail Exclusion from the Practice, Heat or Race.

h) Blue Flag:

This flag will be used to inform a Competitor that they are about to be Lapped and should let the competitor behind overtake as soon as it is possible. It is mandatory to obey the Blue Flag when shown.

i) Flag Signals are all Safety related Signals and must be obeyed.

**8. Racing General regulations applicable to all Competitors**

- a) Racing will take place in a Clockwise Direction but Approved Exceptions may be permitted.
- b) Competitors may overtake on either side as long as the manoeuvre does not obstruct or endanger any other Competitors. Crowding other Competitors out of their Line in a Corner or Abnormal changes of Direction are strictly prohibited and may result in offenders being excluded or other Penalties being imposed by the Clerk of Course. Bumping or Pushing other Competitors is prohibited any Competitor found to be guilty of Bumping and Pushing will be liable to Exclusion from the Practice Race, Heat or Entire Event and Possible further action by the KMSF.
- c) Under No circumstances may a Kart be driven or pushed in any other direction than the Racing direction. Any Competitor stopping on the Circuit for any reason must only rejoin only when it is safe to rejoin and must not hinder the Progress of any other Competitor.
- d) Competitors should have competed in 75% or 6 events to qualify for the Championship.

- e) For the Championship to run, there should be a minimum of 5 (five) competitors per Class, per event.
- f) Classes may be amalgamated at the discretion of the Clerk of the Course in consultation with the Stewards of the event, in the event the entries are lower than the minimum stipulated here above.