CAPE OVAL DIRT KARTING



RULE BOOK

2026 / 2027

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 during 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 60 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 are the standard by which karting will be guided. No pretense is made of having designed a fool proof 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 deviation 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 member’s 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 effects the performance and cost of karting.

1. CONSTITUTION

NON-PROFITABLE ORGANIZATION WITH NO DESCRIMINATION

BETWEEN RACE, COLOUR, CREED, SEX OR RELIGION

IN THE CLUB MEMBERSHIP.

1.1 NAME:

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

1.2 OBJECTIVES:

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

1.3 CLUB YEAR:

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.

1.4 REVENUE:

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 to the venue, drivers, track and fence repairs, insurance or any other expenses that may occur.

The club shall keep proper books of account, which shall be open to inspection by Club members. 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.

1.5 ANNUAL GENERAL MEETING:

1.5.1 The Annual General Meeting shall be held within one month either way of our year end i.e., 30th June and may only be attended by paid up members.

1.5.2 The Committee for the following 2 years shall be elected at this said Annual General Meeting.

1.5.3 The Committee shall consist of the following members:

a) Chairman
b) Secretary
c) Treasurer
d) Public Relations Office
e) Technical Consultant

1.6 To be eligible to serve on the Committee, any candidate shall be an active member at Club for at last one year. To be eligible as Chairman, any candidate shall be committee member for at least one term of office.

1.7 RESIGNATIONS, REQUESTS, ENQUIRIES OR COMPLAINTS

1.7.1 Resignation by Club members shall be made to the Committee and membership will cease with immediate effect.

1.7.2 Any request, enquiry or complaint must be sent to the Secretary before a Club meeting so it can be answered via email, or may be raised as an Agenda point at a club meeting. Any other points during Club meetings will be conducted in proper manner through the chair and in no other way. Negative opinions will be addressed by requesting an email be sent to the Committee. Meetings should be used to uplift the sport and be informative for members.

1.8 ASSETS OF THE CLUB

1.8.1 The assets of the club shall vest in the Committee for the time being who have the authority to distribute funds to charity as the Committee deem fit.

1.9 POWERS AND DUTIES OF COMMITTEE

The committee may:

1.9.1 Co-opt sub-committees in the performance of their duties.

1.9.2 Determine members' subscriptions and entrance fees annually.

1.9.3 May deal with any member found guilty by them of any bad behavior of the Rules of the Club, as they deem fit.

1.9.4 Take out insurance policies as they in their absolute discretion may deem fit.

1.9.5 Frame By-laws for the governing of the Club as may be constant with the carrying out of the objectives of the Club, and to the repeal or amend the same By-laws.

1.9.6 Raise funds to carry out the objectives of the Club referred to in the Constitution.

1.9.7 Open one or more banking accounts, savings, and investment accounts with one or more banking institutions 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 such accounts shall be signed by the treasurer and one other member of the Committee.

1.9.8 Pay expenses of the Club form 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 is from time to time decide in its sole discretion.

1.9.9 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.

1.9.10 Appoint a Public Relations Office and the Committee in its absolute discretion may determine PRO's conditions of service and remuneration.

1.9.11 Institute or defend any legal action on behalf of the Club and may further authorize any member of the Committee to sign the necessary Power of Attorney or other documents in such legal proceedings.

1.10 COMMITTEE DUTY'S

1.10.1 CHAIRMAN

- The Chairman shall take lead on all aspects of the Club
- Lead meetings and ensure all meeting are held in an orderly manner.
- Set, in conjunction with the secretary, agenda for all meetings
- Report to the Club and members on general matters that effect the Club
- Together with the treasurer, be responsible for all finances of the Club
- Will hold the deciding vote if total of votes are tied.
- Will work with the PRO but will take the lead in all fundraising.
- Will be empowered to liaise with other Clubs and Real-estate decisions.
- Would be an ex officio member of all sub-committees that may be established within the Club.
- Will present Annual Report at the Annual General Meeting of the Club.
- Will always act impartially and in an un-bias way to resolve issues and disputes within the Club.

1.10.2 TREASURER

- The treasurer is responsible for all financial duties of the club.
- Will control finances and keep acceptable accounting records of the club according to sound business principals.
- Ensure control over income and expenditure of the club through meticulous record keeping.
- Ensure appropriate reconciliations are applied on an ongoing basis.
- Present final financial statements to the Club and Annual Meetings.

1.10.3 PUBLIC LIAISON OFFICER (PRO)

- Responsible for building the club's image through advertising, fundraising and presentations.
- Ensure that print media, radio and television opportunities are taken in the Clubs best interests.
- Co-ordinate arrangements for Annual Prize-Giving Functions, Fundraising and promoting of events and ensuring the following:
    - Recruit Sponsors and Advertisers for events
    - Chief Fundraiser

1.10.4 SECRETARY

- Draw up, together with the Chairman, appropriate agenda's for meetings.
- Responsible for keeping minutes of all meetings.
- Send out all relevant notices to members.
- Handle all correspondence for the orderly running of the Club.
- Act as an electoral Officer during the Annual General Meeting, when the Chairman is elected..
- Is responsible for all administrative arrangements around racing events.
- Preparation of all relevant forms and documentations.
- Overall responsible for keeping track of results and standings, regarding Club Championship points.

1.10.5 TECHNICAL CONSULTANT

- Control the technical inspection of karts on race days.
- Ensure that all participating karts comply with the prescribed safety requirements of the rule book.
- Primarily responsible for the safety of all participants.
- May co-opt suitable persons to assist him.

1.11 PROCEDURE FOR AMENDMENT OF CONSTRITUTION

1.11.1 Notice for request of amendment (s) to be handed to the Committee in writing at least 30 days prior to forthcoming AGM.

1.11.2 All members to be notified in writing of the proposed amendments(s) at least 14 days prior to forthcoming AGM.

1.11.3 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.

1.11.4 Should the Committee deem it necessary to call for changes to the Constitution during the season, the Committee has the right to call an Extraordinary General Meetings (EGMs) outside the AGM giving at least three weeks written notice. Procedures for EGMs will be the same as the AGM. The constitution will only be changed through agreement by majority vote of legitimate members in good standing present at an EGM.

1.12 LOGO

1.12.1 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.

1.12.2 The colors of the Club will be royal/navy blue and post office red as traditionally used.

1.13 BY-LAWS

1.13.1 Members undertake to abide by the rules of the Club and all decisions made by the Clubs reigning committee.

1.13.2 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 speed attained by the competitors. Membership is therefore granted upon the clear understanding that any member attending the meeting appreciates the risk involved and waivers for himself/herself, his/her, successors, assigns or dependents, 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.

2. CLUB RULES

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

RULES FAMILIARITY: The individual entering as kart owner and/or drivers or those entering the pit area of our facility are required to be familiar with our regulations and any instructions governing an event. By participation in said event, 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 Clubs 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 evets 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 standard, which may benefit all concerned. Thus, adherence to the rules and specifications set forth is fundamental to the welfare of each participant.

OMMISSIONS: 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.

CODE OF CONDUCT:

The objective of this code is to ensure that CAPE OVAL DIRT KARTING is a club where good harmony and respect amongst its members prevails. To protect the clubs good public image members are required to follow this code.

1. Mutual respect between competitors, their pit crew and family members and officials is a must.
2. Members must be punctual at meetings, scrutineering and race events.
3. When attending as a spectator at any event, members are required to act as ambassadors, and are to conduct themselves accordingly, a member will be held responsible for his/her bad actions.
4. All members, officials and management are held responsible for the behavior of their crew, family or team members.
5. Members are to refrain from negative talk about any club. Other associations and clubs are therefore to be treated with respect at all times.
6. The decision of the COC and Observers is final.
7. Any member wishing to lodge a complaint regarding the breach of this code by another member must do so in writing within 48 hours. The complaint must be emailed to the club secretary, detailing the full nature of the complaint.
8. The following guidelines will be used by the Disciplinary Committee. Guidelines for penalties will be a monetary fine ranging between R100 and R2000 which is payable within 5 working days. The Disciplinary Committee further has the right to suspend the membership or participation at a Club Event.

   All other clubs will be notified accordingly

Offences:

- Swearing at any other person including other drivers, pit crew, sponsors, Officials and members of public.
- Verbal Abuse including threatening of another competitor.
- Physical Altercations.
- Abuse on social media including bad mouthing of any other competitor, member or the club.
- Racism & Sexism.
- Misconduct in pits including reckless driving and wheel spinning.

Penalties imposed pertaining to but not limited to above offences will be at the sole discretion of the Disciplinary Committee.

(IF IT IS NOT SAID, YOU MAY NOT DO IT)

BECOMING A MEMBER

2.1.1 Prospective and existing members must be approved by the Standing Committee of the Club.

2.1.2 Any persons applying for membership, must submit a completed application for, together with the appropriate fee or proof of payment thereof. This must be submitted to the Secretary at a month end meeting to be considered for membership.

2.1.3 The Committee will meet after the membership application is received and will consider all applications for membership. If the Committee deems it necessary, the applicant may be requested to come for a personal interview.

2.1.4 Any person, who was previously a member of another club, would need to provide proof of resignation from that club. Subject to agreements with other clubs regarding Dual memberships.

2.1.5 Should membership be granted, the Membership for the first season, the member will be on probation

2.1.6 Members must hold a membership for a minimum of 6 months to be able to Vote at an AGM

2.1.7 It is compulsory to be a member of CODK, in good standing, with appropriate fees paid and required documentation completed and accepted, to be credited for points earned in CODK events.

2.1.8 DRIVER MEMBERS

Members who joined the Club expressing the wish to actively participate in organised kart racing. Driver members must reach age 5 years or older in racing season. (See point 3.4 driver requirements). Members from other Clubs wanting to participate in the championship will pay full membership. Note, driver to indicate primary club via prefix on kart A, M, G or Z. Should a Driver specify any other prefix, other than an "A", they will only be driving members and will have NO voting rights in the club.

2.1.9 SOCIAL MEMBERS

2.1.9.1 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.

2.1.9.2 Social memberships must be applied for by parents of children who are under the age of 18 years.

NOTE: No person who has been suspended or expelled by another club that organizes similar activities may join CODK as a member, or participate in activities, in the same season

2.2 FREE MEMBERSHIP: Persons who work without compensation on a permanent basis are entitled to free social membership. All other members will have to take out membership.

2.3 RESIGNATION AS A MEMBER: Written notice must be sent to the Committee to advise his/her intention to resign. Resignation takes effect immediately and cannot be reversed. Applications received for rejoining the Club will be considered, conditionally, by the Committee.

2.4 DRIVER REQUIREMENTS:

Only one driver per kart no sharing of kart.

Driver members wishing to participate in the events / Championship of CODK have to pay a day fee of R120 per race event as well as R40 gate fee per adult and R20 per child 12y and under.

Members from other clubs 'visitors' wishing to participate at CODK events are subject to paying a day fee of R160 as well as a R40 gate fee and R20 per child 12y and under.

Non-member drivers wishing to first try before buying a kart / joining as a member, will be allowed to do so at the same tariff as a visiting driver (R160).

No person may race more than one event per season at CODK, without belonging to a Club. Should it be found that this allowance is being abused, the Driver concerned will not be allowed to partake in our event. No club points will be earned during the concession period, even if the driver later takes out membership with our Club.

NOTE: A driver can 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 current season. Competitors who have reached their 12th birthday have the option to move to the 270cc class. The Committee may, if deemed fit in the best interest of the driver, request a junior competitor to move to the 270 class.

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

2.5 CHANGING OF CLASS:

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

2.6 MINORS: It is compulsory for persons under the age of 18 to have the following properly executed and submitted to CODK for file, an application form signed by a parent or guardian, the parent or guardian must also be at least a social member, and 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 request to do so.

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

2.8 PREGNANT WOMEN: Pregnant women are prohibited from driving a kart at any COKD event.

2.9 INJURIES: Any person who suffers from serious injuries should refrain from taking part in kart racing. No person will be allowed to ride in a kart with a cast, a brace or any similar support by a medical officer.

Anyone injured during a race and attended to by Medic will be excluded from further racing if advised by medic.

2.10 POPI ACT: By taking out membership at CAPE OVAL DIRT KARTING, the undersigned acknowledges that the Club has agreed to abide by the Protection of Personal Information Act adopted by the Republic of South Africa on 26 November 2013. The undersigned acknowledges that CAPE OVAL DIRT KARTING may process all the information and/or personal data in respect of the Club in accordance with the said regulation and only for the purpose of providing information to Club Members and may include placing such information in the public domain. Further it is specifically agreed that the CAPE OVAL DIRT KARTING CLUB will use its best endeavors and take all reasonable precautions to ensure that any information provided is only used for the purposes it has been provided.

2.11 SOCIAL MEDIA: including but not limited to Twitter, Facebook, Instagram, WhatsApp and any WhatsApp group created by CAPE OVAL DIRT KARTING CLUB, is a powerful and wide-reaching medium for the expression of views and opinions, and the sharing of photographs and videos. As such, members should be aware that their conduct on social media regarding the Sport, the Club and its drivers and Sponsors, and members should reflect the impact social media has. If a member is considered to have brought the Championship and/or the club into disrepute, in the opinion of the Disciplinary Committee, they may be subject to a penalty or disqualification from the championship. For clarity, it is acceptable that crashes are an inevitable feature of racing and the posting on social media of imagery containing crashes does not bring motorsport into disrepute, however members are reminded that careless associated comments may do. Should the member be found bringing the Club into disrepute, the committee reserves the right to terminate your membership without compensation with immediate effect.

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).

3.3 Any committee member / officer has power to act against anyone who engages in foul language. The same goes for misconduct. Pits officer will charge fines of R100 for speeding and spinning in pits

3.4 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 CODK event shall make the entrant concerned liable to the following actions being taken.

3.4.1 *VERBAL ABUSE:* of any official or fellow competitors: The perpetrator will be excluded from 2 race meetings.

3.4.2 *PHYSICAL ABUSE:* At the first offence the member will be excluded for 3 race meetings, 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.

3.4.3 *DISORDERLY BEHAVIOUR:* A non-driving member or any member of the public will result in the said person being requested to leave the premises immediately. Drivers and 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 such, the disciplinary committee is entitled to suspend the person concerned.

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

3.4.4 *PROHIBITED SUBSTANCES:* Any person entering the pits area of a CODK event shall refrain from using alcohol or mind-altering substances until the final races have been completed for the day.

It is the responsibility of the participant to withdraw from the competition if they are taking medication or any substance that may display side-effects that would impact 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.

3.5 PIT CREWS: Drivers are responsible for the conduct 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.

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

3.7 EVENT PARTICIPATION: If for any reason, a driver cannot participate in a particular heat, they must inform the score keeper at the race control. Any driver that does not adhere to this will be fined R50 for each heat not participated in without informing the score keeper.

3.8 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. 390cc karts may be shared to the ladies class if already entered in the 390cc class.

3.9 RACING NUMBER: A racing number is allocated per driver per class for the season. This number cannot be transferred to another driver.

3.10 VISITORS/BESOEKERS: All visitors can be protested by drivers or impounded by the club for inspection if found out of spec or refuse to supply kart / motor for inspection there will be a 2-race meeting ban. A second time punishment will be decided by the disciplinarily commission.

4. GENERAL RACING RULES

4.1 COURSE MARKINGS: Course markings such as flags, cones, tyres, or other markings such as designated by the Race Director/CoC must be observed by all drivers at all times. The finish line shall be in front of race control, and the striped pole will represent as such. If, in the opinion of the Race Director/CoC, 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 a sportsmanlike racing competition is to proceed on the track without touching or endangering the vehicles of fellow participants.

a) 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 inadvertent manner, that participant shall be subject to immediate disqualification from the race / event and possible suspension of membership privileges.
b) Wild or disorderly driving or any unsportsmanlike conduct after chequered flag shall be subject to exclusion from the entire event / meeting, and / or penalty and / or a fine.
c) Negative hand signals, whether to an official, another competitor, spectator and whether aggressive or not, will be construed as Un-sportman like conduct, and will be penalized by the officials. Should this type of behaviour continue, the driver or associated person may be called to a disciplinary court.
d) The lifting of a hand/s to show grievance or dissatisfaction will be treated in the same way as Negative hand signals and will be punishable by the officials.

4.3 COMPETITION DRIVING: Remain alert. Give consideration to fellow competitors in all areas of safety. Adjustments of carburettors and other equipment will not be done on the track. When two or more karts enter a corner simultaneously, the lead kart i.e., the driver with his/her feet foremost 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, shunting, nerving, 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 to 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 a mechanical failure. Do not raise arms until the kart is safely stopped.

4.5 WARMING OF TYRES: It is illegal to warm or heat tyres, in any manner, in the pits, on the dummy grid and on the track of the event.

4.6 LAPPED KARTS: Participants about to be lapped by faster competitors are responsible for being aware of approaching faster karts. Lapped karts will observe the passing (blue) flag or subject themselves to a warning from the Race Director/CoC. Any kart lapped by the leader, more than 2 times – will not score and will be recorded as a DNF.

4.7 STOPPING ON THE 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 he's/her helmet while on the track or infield is immediately excluded from the race.

4.8 RE-ENTRY TO COURSE: When a competitor leaves the course during the 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 of the course that will provide them with any time, 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 DRIVERS: Relief drivers will NOT be allowed.

4.10 COMBINING CLASSES: The Race Director/CoC 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/CoC or Technical Official may require any competitor to submit to a technical and / or safety inspection at any time. Failure to do so will result in the loss of points and or a 1 race meeting ban for races run up to that event. When requested, the driver must be able to produce the scrutiny record card issued for his/her kart.

The inspection shall include 3 components, namely, the kart, engine and the person/driver. The kart and engine being inspected becomes one with the driver. No components may be changed during the race event. The kart may also only ride in the class for which it was scrutineered. Drivers may not share karts, except per 3.8. A driver may also not participate in a kart other than the one he/she presented for at scrutineering. Should any major part need to be changed during an event, the kart must be scrutineered by the Technical Consultant, and approved before re-entering the track.

ADDITIONAL INSPECTION: On unspecified dates the committee could inspect any karts. If a driver has left and not withdrawn for the day and gets impounded, he/she will lose his points for the day and on the 2nd time his season points, all drivers impounded must stay to the end of racing to complete procedures (e.g., weigh in) if not day point will be lost and the 2nd time season points. The only exception to this rule is if a competitor has been injured and left the premises for medical reasons.

Any illegal (modified) parts found will result in losing all accumulated points for the season or back dated to the last legal inspection of that season. If found illegal for a 2nd time in the season all points of season will be lost plus a 2-race meeting ban for the driver.

THE FOLLOWING WILL BE CHECKED:

- The kart, engine and driver will be checked to fall within the rules of that class.

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 behaviour 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. Due to the quantity of fuel in the pit area, no open flame or braaiing will be allowed in the Pits. This will be in effect from the opening of documentation until after the event and once all drivers have loaded their karts.

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 R100 may be induced by the official in charge of the pit area. (Refer 3.3)

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 refuelled in the pit area only. During refuelling, 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.

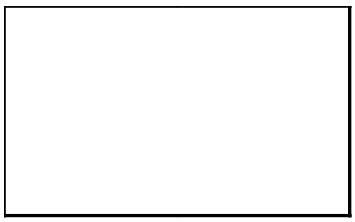
6. FLAGS AND WARNINGS

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

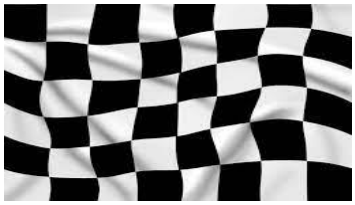
6.1 **STARTING FLAG:** The flag utilised shall be the Club flag or the National flag. The starter shall show the flag to the field of competitors to indicate the race is to be started. The race is started when the flag is dropped. Should you accidentally be on wrong grid position and the starter starts the race and you race along, you accept the position in which you started and you cannot later object to an incorrect starting order.



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 complete one more lap to prepare to leave the track.



6.4 **GREEN FLAG/LIGHT:** This flag/light is used to signal a race ready situation, such as following on a period of racing under safety (yellow flag/light) conditions and to restart the race. The green flag/light shall be used just like the starting flag in the case of a stopped race.



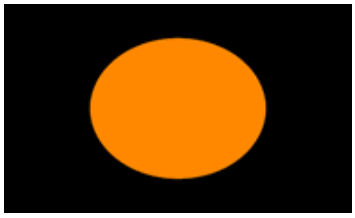
6.5 **BLACK FLAG:** This flag signals that a participant has been disqualified and that the latter should stop and park on the infield IMMEDIATELY. This disqualification may be for a driving infraction or unsportsmanlike conduct.



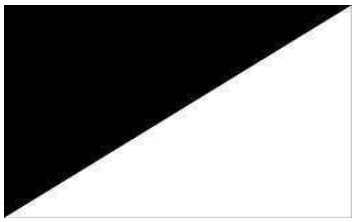
Procedure when a black flag is received:

- The driver must immediately, when safe, pull to the infield for the remainder of the race. Points for that race are forfeited.
- Report to the Race director/CoC IMMEDIATELY after the race.
- With the next heat, the driver will take his place as per the line-up (and not at the back as previously)
- Should a driver receive a second black flag for the day, all points for the day will be forfeited and the driver will not be permitted to complete the day.

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! However, the driver will not score in that heat.



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.



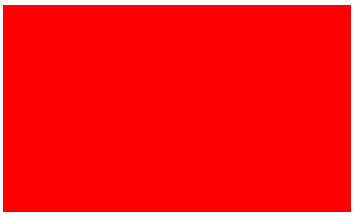
The following will be applied by the Race Director/Coc:

- Warning flags will be used freely by the CoC / Race Director. Additional warnings will be punishable at the CoC's discretion.

6.8 **YELLOW FLAG/LIGHT:** This is used to invoke the safety flag status. Any marshal in the interest of safety can deploy it. When the yellow flag/light is held out, competitors should be aware that there might be an obstruction on the track posing a danger.

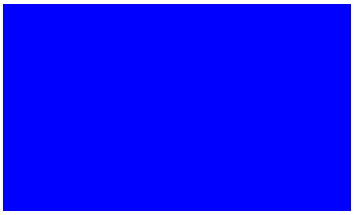
During racing under a yellow flag / light competitors are not allowed to overtake and must stay in their original places. Circling will continue until officials are satisfied that the track is clear / driving conditions are safe. Laps completed under yellow flag/light conditions will not count towards the duration of the race. After the yellow flag/light period will follow one lap under the white flag and the race will be restarted with the green flag/light.

6.9 **RED FLAG/LIGHT:** The red flag/light is used only to stop races and is always initiated by the Race Director/CoC only. Once the red flag/light is shown, all competitors must endeavour stop racing as soon as possible, taking the safety of everybody into consideration.



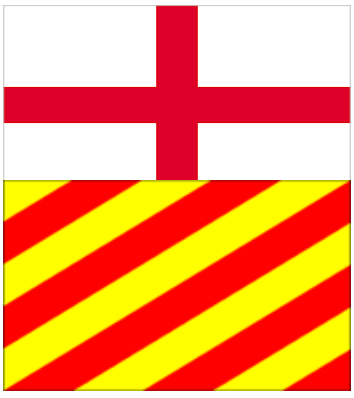
- Any driver refusing to obey a Red Flag/light immediately, will be Black Flagged for the rest of the event.

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. Displayed when medical assistance is needed on track. Should this flag be displayed when racing under yellow flag/light condition, drivers should yield to allow for medical personnel on track. This flag is not used to regulate racing.

6.12 **YELLOW AND RED STRIPPED FLAG:** This flag is used to advise competitors that the track conditions have changed. Normal racing Continues, but drivers are to be on the lookout for an obstruction/item.



7. SAFETY EQUIPMENT

7.1 HEAD GEAR: Full coverage (full face) helmets, motocross with goggles is 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 shoulder level it is COMPULSORY that the participant wears a "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 sunglasses may not be worn on track. Only shatter proof sunglasses 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 the following:

- One-piece overalls. These may be special racing designed or ordinary industrial overalls. The said overalls must have long sleeves 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 hand's compulsory for all competitors. No gloves not covering fingers allowed.
- Closed shoes is compulsory. In case of shoes with laces they need to be safely tucked into the sides of the shoes as to prohibit loose ends.

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

8. INCIDENT REPORT (Trial Only)

An incident report may be completed by an aggrieved driver. This is raised to not only enquire from the Clerk of the Course if action was taken, but may also be used to show unhappiness with fellow competitor's actions during a race.

By lodging an incident report does not necessitate action by the CoC. All information must be completed and accompanied by rule number. Any incident must be completed and handed in to Race Control within 15 min of the end of the race in which the incident occurred. If the form is incomplete – no attention will be afforded to the report. Video footage may be provided to support the incident report, but will only be considered at the CoC's discretion.

NB: This rule may be excluded at any time as it is only implemented on a Trial basis.

9. 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. If a driver has left and not withdrawn for the day and gets protested, he will lose his points for the day and on the 2nd time his season points, all drivers protested/protesting must stay to the end of racing to complete procedures (eg. weigh in) if not day point will be lost and on the 2nd time season point.

The protestor or the parties that are been protested, may present witnesses, On Board footage or video footage taken directly in the area of the COC for protest purposes;

It shall remain the sole rights of the officials to call upon and use video footage in order to reach a conclusion;

9.1 WRITTEN PROTESTS: Written protest on the prescribed form, obtainable from the Club Secretary / Race Secretary.

<u>THE FOLLOWING WILL BE CHECKED:</u>

- The kart, engine and driver will be checked to fall within the rules of that class.

9.2 WHO MAY PROTEST?

9.2.1 Any signed in member driver of the club, that is partaking in the same race as the alleged offender, may lodge a protest. However, the Race Director/ CoC and/or Technical Consultant has the power to confiscate a kart that is under suspicion at his/her discretion.

9.3 HOW IS PROTEST LODGED?

9.3.1 No protest action may be launched during a race which disrupts the event. A written protest will only be accepted up to fifteen minutes after the completion of the last race, but definitely before the start of the prize giving.

9.3.2 The penalty arising from conviction of any offense is the forfeiture of all club points already accumulated throughout the season or retroactive to the last legal inspection in the season.

9.4 PROTEST PROCEDURE:

9.4.1 Obtain the protest form from the Club Secretary / Race Secretary.

9.4.2 Submit the completed form plus **R750** protest fee to the Race Director/CoC and obtain his signature in acknowledgment of receipt on the form. Once the Race Director/CoC is in possession of the correctly completed document the protester must refrain from any further exchange without prejudice to any rights

9.4.3 Once a protest has been lodged, the Defendant will be notified by CoC / Race Director / Chairman or Technical Consultant. The defendant will be notified of the content of the protest made against him / her. After that, no personal contact by a participant in the same class with the protester or defendant is permissible for the duration of the investigation / inspection. Should the protest arise during the event, the protested Kart will be kept in the infield, and any additions or removals must be monitored/approved by the Technical Consultant. Only the driver / parent and one pitmac will be allowed in the infield.

9.4.4 The defendant then has the opportunity to follow the same steps and fill in paperwork and pay money see 9.4.2

9.4.5 If the defendant contests the protest, the Race Director / CoC must involve an expert, impartial person in order to organize the procedure for further investigation. All aspects will be investigated (Full Motor). The procedure as well as the inspector must be acceptable to the defendant.

9.4.6 Should the protest deem to be malicious, the Race Director / CoC may, in consultation with the chairman or Club Management, decide to set aside the investigation or inspection.

9.4.7 Any protest regarding alleged illegal modifications to the engine will be handled as follows:

- The kart and driver are protested and will be examined and weighed as the class is in the rule book

9.4.8 If the defendant contests the protest and refuses to allow an inspection to be held, this will be considered an admission of guilt with consequent penalty action of 1 race suspension and **All Season points** will be lost.

9.4.9 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/CoC; Chairman of the Club or Technical Consultant, who will be responsible for providing said components to designated site of next scheduled CODK Officials Meeting. The engine or part removed, must be sealed, taped and signed by the TC and the proposed offended to ensure no tampering occurs.

All engines used on a kart during the race form part of the protest and are subject to inspection at the discretion of the investigation committee. A sample of the competitors fuel will also be taken for the purpose of cc'ing the head.

9.4.10 The Club Management has the jurisdiction to seize a protested engine / kart and designate a suitable place for inspection.
The following persons will conduct the investigation:

- Chairman of the club, and management members.
- Impartial expert person who will open the engine.
- Impartial expert inspector.
- Defendant

9.4.11 No other persons will be involved in the investigation or provide input.

9.4.12 The following persons may be present on the premises, but may not be involved in the investigation or provide input:

- Defendant's Class Captain / Protester

9.4.13 OUTCOME: If not guilty, the defendant will receive R500 of the protest fee, while the balance goes to the Club to cover costs. If guilty, the protest fee is returned to the protester. The defendant is then liable for a R250 fine (payable before or at the next club meeting) to the Club and forfeits all points already accumulated during the season or worked back until the last leg inspection of the season.

If found illegal for a 2nd time in the season all points will be lost, and the driver will receive a 2-race meeting ban. If the protest is disallowed the protesting party shall forfeit the protest fee to CODK. The decision of the Technical Committee is final. The result is made public in writing and no appeal will be lodged.
Should the Management, Race Director or Technical Officer decide to confiscate a kart due to suspected irregularities, no fee of any kind will be payable, even if the relevant kart is found to be within the rules.

If Management seizes a kart for investigation and the engine falls outside the rules, the participant loses all points for the season.

9.4.14 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.

10. SUSPENSION & TERMINATION OF PRIVILEGES

10.1 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.

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

10.3 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.

10.4 APPEAL PROCEDURES

10.4.1 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.

10.4.2 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.

10.5 PENALTIES

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

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

10.5.3 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.

11. MISCELLANEOUS OVERALL RULES

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

11.2 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 racetrack.

11.3 RULES ON ENTRIES: If +/-75% of the scheduled distance for an event has been reached at the time of the red flag/light, the event may be considered completed or may be continued, 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.

11.4 COMPULSORY DRIVER'S MEETING:

11.4.1 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.

11.4.2 Normal good manners are required during Driver's meeting/briefing. Participants will cooperate with respect to good manners by remaining silent while the person speaking is addressing the drivers.

11.4.3 A competitor who arrives after the drivers meeting/briefing has started, shall forfeits the first half of the heats. Such a participant can then have his kart examined during the break with the courtesy of the Chief Technical Officer and may then participate in the second half of the heats, unless prior arrangements have been made

11.4.4 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.

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

11.6 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.

11.7 ENGINE MANAGEMENT SYSTEMS: All computer assisted electrical engine management systems are illegal in all classes except open class.

11.8 MIRRORS: Rear view mirrors of any kind are not allowed.

11.9 ADJUSTMENTS: When the driver is under starters orders, no component may be manually adjusted. Should this occur, the driver will be shown a “Meatball Flag” and must retire to the infield immediately. Starters on the infield may only assist with starting of the kart – Nothing else. No outside assistance from Marshals or pit crew will be allowed e.g. Replacement of chain, bumper, sidepod etc

12. RACE OFFICIALS

12.1 RACE DIRECTOR/CLERK OF THE COURSE (COC): Shall be the official having complete charge of karts while on the track. Race Director/COC is in direct charge of all officials and race personnel.

12.2 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.

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

12.4 TECHNICAL CONSULTANT: 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.

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

13. EVENT FORMAT

13.1 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.

13.2 HEATS: 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. Due to technology improving the club may use any technology to improve this process.

13.3 STARTING: The complete starting grid for the four heats will be published on the Notice Board in the pits, as soon as possible after drivers briefing. It is each participant's responsibility to note their starting positions. It is of utmost importance that all drivers partaking in the respective heat, arrive at the grid line up as soon as possible. As soon as the pit gate is opened, all the karts participating in the relevant heat will be allowed onto the track. Once on track, all karts will be under starters orders. Once the gate is closed, any late comers will be refused entry.

13.4 GRID POSITIONS FOR SPLIT-CLASSES: Should the class be required to be split, due to too many entrants, the Grid draw will be split. Total number of karts per split will be at the Race Director / CoC's discretion.

13.5 POINT SYSTEM:

13.5.1 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 driver's meetings, by direct mail, e-mails, whatsapp and telephone contact, provided that all members are dully notified.

13.5.2 TIE-BREAKING: Should a tie occur going into the finals, the driver who scored highest in the first heat, will have the higher position. Should a tie occur after the finals, the driver who scored highest in the final will be given the position.

13.5.3 POINTS SCORING: Points for the four heat races as well as the final will be calculated as indicated below:

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

13.5.4 FINAL: The final will also be scored as per the above table. Most points at the front, and the points awarded in the finals will also count towards club championship points.

13.6 DUMMY-GRID: All karts and drivers must be in their starting position on the dummy 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. *(refer to 12.3 regarding late arrivals)*

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

13.8 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.

13.8.1 Once the pit gate is closed, the Race Director / CoC 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-paced 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.

13.8.2 The driver in the 1st starting position sets the pace and the other drivers must ensure that they keep up. In the event, that the first starting position is left open due to a withdrawal, the kart in second place sets the pace. Should the first 4 karts be in position at the end of the warm-up lap, the race will be started. In the following cases the race will not be started:

- If the driver in position 2 is ahead of the pole setter, when approaching the start line
- The drivers start accelerating before the flag drops, or
- A driver attempts to overtake another before the start line, the start is given up, and another lap is waited.
- Jump start shall mean when a competitor passes another competitor or leaves his position prior to the start of the race. The competitor who is deemed to have jump started, will be penalized and be sent to the back of the pack.

REMEMBER:

- The kart in the number 1 position always sets the pace.
- Drivers must maintain their positions until the start flag drops. If a driver flagrantly or repeatedly improves his position, or refuses to line up properly, the Race Director/CoC 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 Race Director / CoC or Starter is not protest able.

13.9 START OF THE RACE: Rolling Start:

13.9.1 The race shall begin when the starting flag is dropped. At the Race Director/ CoC's option, the start may be controlled using 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.

13.9.2 If after the start of the race, the Race Director / CoC decides that a restart is necessary (i.e., false start, poor start, jumping) he/she 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 / CoC may impose penalties on the kart or karts that necessitated a restart condition.

13.9.3 Note: The decision to restart a race is not protest able.

13.10 RACE SAFETY: At the start of the race and within the completion of the first lap, the race may be stopped if any collision has occurred which disadvantages other participants. In such a case, the race will be stopped with a red flag, and all the participants will form up again in their original positions for a start. However, should there be karts damaged to such an extent that they cannot start, the Race Director / CoC can order the whole group back to the pits to carry out the necessary repairs. Two races will be granted for repair time. This time frame may be adjusted depending on the number of karts racing in the repair time races – at Race Director / CoC's discretion. Drivers failing to appear on track at this stage will forfeit the race.

If a driver has lost control of his/her kart in the first lap without harming a fellow participant, the race continues normally.

13.11 DRIVING REGULATIONS:

13.11.1 A competitor shall, at all times, drive in a manner compatible with general safety.

13.11.2 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.

13.11.3 No competitor may change direction more than once down the straight.

13.11.4 When a competitor leaves the track while competing, he shall immediately bring his kart under control and re-join 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 re-joining.

13.11.5 Contact racing is prohibited for all open wheeled classes. No 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, nerving, pushing, shunting 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. Shunting, bumping, nerving, rubbing and not gaining will result in a warning flag being shown, any additional warnings will be punishable at the CoC's discretion.

13.11.6 Should the race be ended under a yellow/checkered flag, the race will score 1 lap back with the transgressor being punished by scoring at the back of the pack.

13.11.7 Driving Direction:

Clockwise driving	Development class, 200cc, 390cc, 425cc, Beetles and Open Class.
Anti Clockwise driving	270cc, 300cc, Ninjas and Outlaw karts.

13.12 FIRST LAP:

- Passing manoeuvres are permitted.
- An accident / incident that causes a disadvantage to other competitors, will automatically cause the race to be restarted.
- If a competitor is spun out by another competitor, the race will be restarted, and the transgressor will be punished.
- First restart will be in original grid positions.
- Second restart – karts will be required to go single file
- It is to be noted that it is the responsibility of the driver to ensure he/she is in the correct position for the restart.

13.13 OVERTAKING & LAPPING: The following shall apply to overtaking:

- The leading competitor may not change direction more than once down the straights.
- 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 white painted marker.
- 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.
- Overtaking, according to the possibilities of the moment, may be done on the inside or outside.

13.14 MINIMUM ENTRANTS: No minimum number of entrants per class is applicable. The drivers participating on the day will score championship point as per rules. Should there are less than 5 karts entered in a specific class for the day's races, they may be combined with another class for the sake of the flow of the program.

13.15 MAXIMUM ENTRANTS:

The maximum number of karts preferred in any one heat is 12 entrants. Classes with more than 12 drivers / karts will be split (See 13.4). The Finals will consist of the 12 highest scoring entrants from the day's races but may be adjusted at the Race Director / CoC's discretion.

13.16 RACE LAPS / DURATION: The duration of all heats will be determined by the number of karts starting + 2 laps. This would mean that 5 karts will race 5 + 2 = 7 laps in a race. The minimum and maximum number of laps may be reduced at the Race Director / CoC's discretion.

13.17 DEVELOPMENT KARTS REGULATIONS: The primary purpose of the Development 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!"

14. THE KART

14.1 FRAME: Only commercially manufactured frames from recognized manufacturers (Of proven safe design) may be used.

Main frame members shall be constructed of nominally round tubing, allowing for normal distortion and elongation near bend ratios Minimum diameter for main frame members is 25,4mm and maximum diameter is 35 mm. Minimum tubing wall thicknesses at 1.6mm. The mounting points need to be welded forming a solid structure in correlation to the engine providing safety for the competitor, competitors, and spectators. No protruding pipes past the end or sides of the kart that can cause harm to other competitors or karts.

The outside measurements of the kart may not be more than 2000mm x 1400mm.

Excluding Outlaw Karts due to body work.

14.2 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 center of the rear axle.

14.3 SEATS: Seat must be of one-piece or molded 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. Covers are allowed only if it is completely stuck (glued) to the seat. No loose cover will be permitted as this is a safety hazard Aluminum seats to be fitted in the Outlaw karts.

14.4 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. The bumper will not be mounted lower than the chassis. The use of plastic (karting bumper) or engineering plastic with rounded corners is allowed. These bumpers should cover half or more of the rear wheels if viewed from behind. The steel bumper may be covered with maximum 5mm Lexan or engineering plastic as mudflat or advertising. There must be a tubing section linking the two chassis bolts. The use of plastic (karting bumper) or engineering plastic with rounded corners is allowed.

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

14.5 FRONT BUMPER: Only original bumpers manufactured from plastic is allowed. No metal reinforcement may be used on or inside these bumpers. Reinforcement may only be used as anchor points and not along the length of the inside of the screen.

14.6 WHEELS AND TYRES

14.6.1 TYRES: Any tyres of pneumatic designed for racing application only, maximum tyre size will be 7, 1 x 11 x 5. No restriction on type of tyres. (Outlaw kart, Open class and Beetles may use 6 inch)

14.6.2 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. (Outlaw karts, Open class and Beetles may use 6-inch rims)

14.7 AXLES AND HUBS

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

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

14.7.3 REAR AXLE ASSEMBLY: Axles may be solid or tubular of one-piece design. Minimum diameter is 25mm and maximum axle diameter is 60mm. Axles must be of a ferrous material. Both driving wheels must be locked to the rear axle with a "live" axle design.

14.8 STEERING: Must be of direct, mechanical type.

14.8.1 STEERING SHAFT and all other steering components, may not be manufactured from High Tensile or Stainless steel. Bolts and fasteners are excluded. Safety ring / clamp to be placed on shaft under steering column support.

14.8.2 STEERING WHEEL: Steering wheels should be, minimum 250mm diameter and minimum 2 spoke design.

14.8.3 CLIP OFF STEERING: Standard karting steering hubs for Developments, 200, 270, 300, 390,390 Ladies, 390 Mods and 425 class.

Clip off steering wheels may only be used for the Outlaw Karts, Open Class, Beetles and Ninja Karts.

14.9 BRAKES: MINIMUM BRAKES: All karts must have brakes working in such a manner to a minimum, brake both rear wheels equally and adequately. Brake pedal must be secured to the kart with safety lock nuts. Master cylinder must have safety cable acting with actuating rod from pedal to master cylinder.

- Any hydraulic or cable brakes are allowed on the back axle.
- 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 Crossby clamps allowed or else professionally made cables to be used.
- Return spring to be fitted on the brake pedal.

DUAL BRAKING: Dual braking systems (front and rear) are prohibited in standard classes. It is however optional for use on 300's, 425', Open Class, Outlaw karts and Beetles.

14.10 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 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. Non-ferrous metal not thinner than 5mm of proven design to avoid injuries in case of breakage.

14.11 FUEL SYSTEM

14.11.1 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 / floorplan of the kart. Fuel tank must be located within main frame rails beneath the steering shaft unless integral part of engine. Fuel tanks must be constructed of puncture-resistant material and have a secure, leak-proof fill closure. No pressurized fuel systems are allowed.

14.11.2 FUEL: Any freely available fuel may be used. The use of methanol and nitrous is not permitted under any circumstances. (Be aware that additives may contain methanol)

14.12 BODYWORK

14.12.1 IMPORTANT: No kart will be allowed on track with anything resembling a wing/aero foil (druk vlerk) “ex. outlaws” or mud guards. Mud flaps may be placed behind front wheels but may not be higher than the side pod and must be constructed of Lexan or engineering plastic. No fiber glass, No metal or plastic that is liable to shatter under impact, like Perspex, may be used on a kart.

14.12.2 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.

14.12.3 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.

14.13 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.

14.14 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/engineering plastic. 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 and the height will be at committee’s discretion for safety. This may not have any sharp corners or edges that may cause injury to any competitor.

The design and placement of these components must be such that the kart cannot be "intruded" from the sides and that it will allow movement flow.

NB: No fiber glass, or plastic that is liable to shatter under impact, like Perspex, may be used on a kart. No metal sheet that covers the side pod is permitted.

14.15 NUMBERS AND NUMBER PANELS: Four numbers are to be displayed on the kart, one at the front center (number bib) of the vehicle as viewed from the front and at the rear of the vehicle (Bumper) as viewed from behind, and one on each side of the kart. A maximum of 3 digits may be used, excluding the A identifying CODK. Digits should be 150mm high and must be Black on White, White on Black, Yellow on Black or Black on Yellow. Rear number to be mounted on bumper (plastic) or plastic number plate (steel bumper). Numbers must be in a block shape format no fancy lettering, and no numbers allowed on seat.

Outlaw kart – Number on front, rear and both sides of the wing.

A sponsor sticker supplied by the club to be displayed on the front number bib.

14.16 ELECTRICAL:

14.16.1 CUT-OUT SWITCH: All karts must have a functional cut-out switch on the right side of the number bib. A loose wire to short-circuit or a switch behind the steering wheel will not be tolerated. No push buttons allowed!

Outlaw Kart – Switch to be on the right side of the front body, top / right side.

14.16.2 BATTERY: Where a kart is fitted with a battery, it must have a metal / plastic 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.

14.17 MISCELLANEOUS

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

14.17.2 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.

14.17.3 PEDAL MOUNTING: Front bumper that incorporates pedal mounting points must be either welded to the frame or through-bolted. Both pedals must be equipped with return springs.

14.17.4 SUSPENSION: Use of suspension components of any type, including springs, shocks, etc., is prohibited.

14.17.5 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. Only centrifugal clutch to be used. The clutch should be fully functional at all times. Karts must be able to stop and idle when instructed to do so. Should at any time, the functionality of the clutch fail, the kart will receive a Meatball flag and must retire.

14.17.6 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.

14.17.7 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. The mounting of weights to nerf bars, front bumpers and rear bumpers is strictly 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 / temporary fasteners may be used. No added weight allowed on driver.
- Weight mounted on the seat must be secured by a min 30mm fender washer.
- Weights on seat is subjected to the quality of the seat.

15. ENGINE RULES

Refer to DIRT OVAL KARTING in SOUTH AFRICA (DOKSA). These rules shall apply to all karts competing in events organized by Cape Oval Dirt Karting, Zone 7 Dirt Karting, George Dirt Karting, and Oudtshoorn Oval Karting during the 2026/2027 racing season, as agreed between the clubs.

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