



# 125 SUPERKARTS

Half-main Racing  
Killarney Race Track  
Cape Town



## 125 SUPERKART CLASS REGULATIONS

### Who we are:

*125cc Superkart racing can be easily defined and distinguished from all other karting formulas. Primarily we have gearboxes and race predominantly on long circuits.*

*As motor racing competitors and enthusiasts we are here to have fun and enjoy ourselves.*

*Our main aim is to promote and enjoy the sport in a competitive, safe environment that is above all affordable.*

### OVERVIEW

- We have a standing committee who manages and regulates all proceedings pertaining to long circuit 125 Superkart racing. (Class Rep, previous Class Rep, Richard Wiles,)
- Minimum age entry of 30 years.
- We encourage racing development and allow a wide range of modifications, upgrades and aerodynamic experiments. However should a modification deem to be unfair or dangerous then the standing committee may implement the necessary action.
- In the event of a protest or grievance the competitor must notify the standing committee first.

### Classes:

- Class A: 33.999 sec and below. Vehicle numbers to include an **A**.
- Class B: 34.000 sec – 35.999 sec. Vehicle numbers to include a **B**.
- Class C: 36.000 sec and above. Vehicle numbers to include a **C**.

### Class determination:

- Your fastest lap times during race condition determines your class and no qualifying times are eligible.
- To break into a higher class the driver needs to meet the designated lap time **twice** in the same heat on **two** separate occasions. (This can be twice in the same race, twice on the same day or twice separated over a series of race days.)
- Once a driver breaks out and enters a higher class there is no going back irrespective of what future lap times are achieved.
- Should a driver move up a class during the year they shall carry forward all current points with them and forfeit any claim to the championship in the lower class.
- If the standing committee has reasonable belief that a rider is "sand bagging" they will be disqualified and will no longer be welcome. The standing committee's decision is final.

### Championship, points system and starting procedure:

- We run a club championship for each class. Class A, B and C race together in one race but points will be scored separately for each class.
- Trophies should be handed out to the top 2 or 3 places in each class at the end of the race day. (Dependant on number of competitors entered at the race meeting.)



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- Qualifying will be run in two sessions. Seniors Class A in group one. Class B & C in group two.
- Rolling starts will be used for all long circuit events due to the long gear ratios used.
- Standing starts may be entertained on the kart circuit providing our shorter gear ratios will safely allow for this. On the day of the event the standing committee can, after assessing the conditions apply to the Clerk of the Course for an amendment.
- Points are scored utilizing the attached scale only. Irrespective of the number of competitors on the day.
- **No finish – no points to be awarded for that heat.**

## Scrutineering:

- Karts and drivers are to be scrutineered prior to qualifying on the race day.
- Karts and drivers are scrutineered with safety being the primary objective.
- All karts will be scrutineered in such a means as to comply to the MSA appointed scrutineer's satisfaction.
- The scrutineer's word is final.

## KARTS

### Engine and chassis:

- 125cc normally aspirated two-stroke motor with gearbox. Motorcycle or kart.
- 125cc recognized gearbox chassis only complete with the correct braking systems.

### Tyres:

- Bridgestone or similar locally available kart tyres are allowed. (Proof of purchase must be provided should the need arise)
- New tyres can be used but must be suitably scrubbed in prior to race day qualifying.
- Wet weather or semi-slick tyres are allowed and can be used on the discretion of the driver providing a general consensus is reached amongst the group irrespective of whether or not the race meeting has been deemed "wet" by the race officials.

### Bodywork:

- We encourage the competitors to install full body kits complete with rear wings and floor pans. This is a performance aid only and is optional.
- The body kits are to be installed in a sensible and secure manner as to not endanger yourself and your fellow competitors.
- Should any aerodynamic aid protrude or be deemed dangerous then the necessary action will be taken by the standing committee.

### Identification numbers:

- Numbers must be displayed on the front of the vehicle and on both sides of the bodywork.
- Should you have no bodywork then an additional number must be clearly visible at the back of the vehicle.
- Number fonts and colour are to be clear and sensible. If in doubt mounted on a black or white backing sheet. They are to be clearly visible for our own safety and for the marshals and timekeepers to easily identify you at a distance.



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## POINTS SCALES

### CLASS A

<u>Position:</u>	<u>Points:</u>
First	15
Second	12
Third	9
Fourth	6
Fifth	2
Sixth	1

**NB: A NON FINISH = NO POINTS AWARDED FOR THAT HEAT**

### CLASS B

<u>Position:</u>	<u>Points:</u>
First	13
Second	11
Third	8
Fourth	5
Fifth	3
Sixth	2

**NB: A NON FINISH = NO POINTS AWARDED FOR THAT HEAT**

### CLASS C

<u>Position:</u>	<u>Points:</u>
First	12
Second	10
Third	7
Fourth	4
Fifth	2
Sixth	1

**NB: A NON FINISH = NO POINTS AWARDED FOR THAT HEAT**