



NAMIBIA

MOTORSPORT

FEDERATION

NMSF STANDING SUPPLEMENTARY REGULATIONS

KARTING

STANDING SUPPLEMENTARY REGULATIONS APPLICABLE TO KARTING FOR 2025

SSR

250. These rules together with the NMSF Sporting Regulations (SPR's) of the Namibia Motor Sport Federation (herein after referred to as NMSF), the ROTAX and ROK Technical Regulations replace all previous rules and regulations in respect of Karting in Namibia.

NB: For the Namibian National Karting Championship, the NMSF Sporting Regulations (SPR) and the Karting Standing Supplementary Regulations (SSR) takes precedence.

250.1 These SSRs to be read in conjunction with the following regulations:

a) ALL ROTAX INTERNATIONAL TECHNICAL REGULATIONS AND SPECIFICATIONS. These regulations are available on the following Websites: www.motorsportnamibia.org and www.rmc-namibia.com

b) ALL VORTEX INTERNATIONAL TECHNICAL REGULATIONS AND SPECIFICATIONS. These regulations are available on the following Websites: www.motorsportnamibia.org and www.rokcup-na.com

NB: The representatives of ROTAX and ROK in the Namibian National Karting Championship are agents for the manufacturers and are not promoters.

250.2 RIGHTS AND DUTIES OF ORGANISERS

- i) With regard to the changing of drivers/equipment, the organizers may: Permit a change of driver(s) or make of kart or make of engine where permitted by regulations, from that nominated in the program, provided only a change of driver(s) or kart/engine is involved, and not both, and provided the request is made more than 30 minutes before qualifying practice or the first race in the event of there being no qualifying practice, and provided any such permission does not prevent the participation of a reserve entry. A kart shall not be driven by more than one nominated driver during an event or series of heats or races forming one competition except in an Endurance where more than one driver is permitted as per supplementary regulations.
- ii) In the event of a competitor's chassis being damaged beyond immediate repair as the result of an incident during practice, qualifying practice or any race, permit a change of chassis of any make for the following qualifying practice and/or races, provided the Clerk of the Course, in conjunction with the scrutineers, is satisfied as to the non-reparability of the chassis and the circumstances in which it was damaged. Such damaged chassis is to remain in the scrutineering area for the duration of the event. NOTE: Competitors in all classes shall be limited to the use of no more than two engines during any event. These engines are to be nominated and identified at scrutineering.
- iii) The same two (2) engines may not be nominated or used by different competitors, i.e. the inter-use of engines between competitors is not permitted.
- iv) The organizers may specify fuel and/or provide fuel/oil and impose control measures. If control fuel isn't used for an event, the organisers must ensure that they are in possession of the required fuel tester.
- v) Video evidence to be allowed regardless of who provides it. Bulletin to be issued stating this and that competitors are informed that they can record footage of heats to support them during incidents being reported or protests being reviewed. This footage must also be available to officials for the same purpose. However, when decisions are based on a judge of fact ruling, evidence will not be required.
Competitors shall make available all camera footage to officials on demand and the onus is on the competitor to ensure that their cameras are recording and that the footage is made available.
- vi) Scales to be calibrated and calibration certificate to be available

- vii) Technical directives must reach the NMSF in time. Competitors should also keep updated with new changes. In a situation whereby there is a protest regarding a technical regulation, and this was not provided to the NMSF in time, that protest will be dealt with based on the latest manufacturers technical regulation available, regardless of the version available from the NMSF.
- viii) Technical compliance - Exclusion with regards to technical compliance must be carried out for the heat in which the infringement was found.
- ix) For safety reasons the organizer will provide all the servicing park area and pre-grid with the necessary and sufficient quantity of fire extinguishers.
- x) Every competitor must have a serviced fire extinguisher of at least 1.5Kg in their pit area.
- xi) The use of a VNB (Virtual Notice Board) will be used (Telegram or WhatsApp), this will be communicated in the relevant race SR's.
- xii) A Competitor, who fails to set a qualifying time, will start at the back of the grid.

251. Tracks:

Two types of tracks may be used i.e. permanent and temporary. A permanent track can only be changed by physical reconstruction whilst a temporary track is defined by markings, which can be readily moved.

a) Tracks should meet the following requirements:

- i) Length: Maximum length 1500m
Minimum length 400m
- ii) Width: Minimum width 4m
- iii) Straight: Maximum length 120m
- iv) Surface: Asphalt or concrete around the whole length of circuit.

b) Safety of track:

- i) Both edges of track shall be marked by a continuous yellow line.
- ii) There must be no drop between the edge of the track and the verge adjoining the track itself. Kerbs may not be more than 40 mm above the track surface.
- iii) All hazards to a kart leaving the track shall be cushioned or protected. Any object used as a marker shall be of such size and weight that it will not constitute a hazard.
- iv) Spectators shall be separated from the track by efficient protective fencing with a minimum height of 1 meter. This protective fencing shall be a minimum of 1 meter from the edge of the track on straights and 2 meters on corners.
- v) No enclosure or permanent structure shall be closer than 10m from the track without efficient protection between the structure/enclosure and the track. A minimum of one row of tyres next to each other, shall be the minimum approved barrier.
- vi) Reserved
- vii) Paddock – all karts to be placed in paddock area before scrutineering and remain there until the end of the allotted protest time after the days racing, no kart may be taken out of the paddock area besides to be raced. Between races karts to be placed back in the paddock area. No grinding, welding, or smoking may happen under the roof area of the paddock, for safety reasons
- viii) Paddock entry – No kart may be driven in the paddock area, they must be stopped outside the gate and pushed into the paddock.
- ix) Weighing area - A scale will be set up, calibrated. Weighing will be done after each run (Qualifying/Heat).
- x) The following equipment is mandatory for any staging of an event:
 - Flags as per NMSF SPR's.
 - Covered timekeeping, public address, lap scoring and secretarial areas.
 - Adequate toilet facilities – separate male & female.
 - Fire extinguishers at all marshal points.
 - Track cleaning equipment such as brooms, shovels and dry cement.
 - One notice board for the use of the officials displaying information to competitors and teams.
 - First aid facilities and/or an ambulance with medical personnel in attendance.
 - For the paddock marshal – a shrill whistle or hooter.

- Weighing equipment should be a calibrated scale installed on a level area reserved for weighing.

252. LICENCES:

Competitors shall be a minimum of 5 years and shall be in the possession of a valid competition license as prescribed by the NMSF.

253. SAFETY CLOTHING:

Drivers shall wear, both during official and unofficial practice and during racing properly secured and positioned crash helmets with splinter proof goggles or visor in position. In addition, protective clothing such as gloves that cover the hands completely, boots that cover and protect the ankles and a protective suit must be worn.

Suits must be of substantial thickness, and it is recommended that areas such as knees, elbows and shoulders be reinforced with additional protection. No broken or torn suits will be accepted. Neck braces are compulsory for **ALL** Junior classes.

Neck braces are not compulsory for **ALL** Senior classes but recommended.

254. CONDUCT:

i) All persons shall conduct themselves in an orderly manner. Disorderly conduct or **any failure to obey official instructions or any breach of these rules and regulations make the entrant liable to a penalty and / or fine and / or exclusion.**

ii) All participants must observe the rules and respect race officials and their decisions.

iii) All participants must respect the rights, dignity, and value of their fellow participants regardless of gender, ability, physical appearance, cultural background, or religion.

vi) All participants must always encourage and take responsibility for their actions.

v) All participants must ensure their equipment is safe and race worthy, prior to taking part in training, testing or race events. Only approved racewear (e.g.: helmet, gloves, race boots and suit) to be used by the driver, according to the regulations.

vi) It is the participant's responsibility to declare, prior to any participation in training, testing, or racing, any medical condition or medication required that may be relevant in the event of an emergency.

vii) All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or issues that may arise during an event must be addressed in a respectful manner, to the correct person (an official) at the event or through the appropriate channels (NMSF) thereafter.

viii) When taking part in any event, it is the responsibility of the driver and/or his or her entrant to take the time to read and fully understand the rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for any clarification of these rules, regulations, or conditions, should be tabled at the drivers' briefing held before each event.

ix) Team managers and/or owners and/or entrants shall be responsible for the conduct of all their team members and/or competitors and/or mechanics and/or assistants in their teams, both on and off the circuit.

x) Failure to report at a specified time shall be a breach of these rules and regulations make the entrant liable to a penalty and or fine and / or exclusion.

xi) Any abusive comments on social media (Facebook, Twitter etc.) between teams, competitors, officials, organizers, will be held responsible and liable for their actions.

xii) When taking part in any event, it is the responsibility of the driver to take the time to read and fully understand the posted rules, regulations and conditions for said event prior to start time, thus eliminating unnecessary delays at the beginning of the event. Requests for clarification of these rules, regulations, or conditions, should be asked in the drivers' meeting held before each event.

xiii) If it is stated in the supplementary regulations that a drivers' briefing is to be held prior to the commencement of racing, it is compulsory for all competitors to attend. Failure to attend drivers' briefing and not excusing themselves may result in a fine of N\$1 000.00.

255.

DRIVING CONDUCT:

Wild or disorderly driving shall be subject to exclusion from the race or entire event / meeting and / or a penalty and / or a fine. Consistently driving with one or more wheels off the tarmac may be considered as wild driving and may be penalized accordingly at the discretion of the Clerk of the Course.

i) During both practice and racing, drivers intending to leave the track to enter the paddock or pits **must indicate their intention by raising one arm, and then leave the track on the side which will give them an uninterrupted run into the pits or paddock entrance without crossing the path of a following kart.**

ii) A drivers meeting shall be held prior to practice for a race meeting, and it is compulsory for all drivers to attend. Failure may lead to exclusion from a heat or from the day’s points.

iii) **If a driver has 2 x false starts, he will receive a penalty of 3 grid positions.**

iv) **Any competitor responsible for damage to another kart on starting shall be penalized immediately with 5 grid position penalty.**

Penalty Catalogue

Participants, who commit an irregularity, shall be punished with a penalty according to the regulations table below.

Breaches and penalties below do not restrict the Clerk of the Course or the Steward (in the case of a protest) from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it.

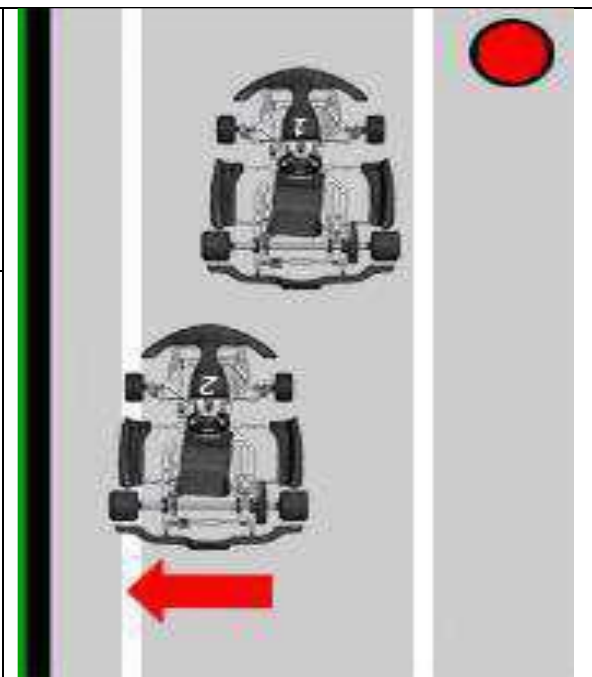
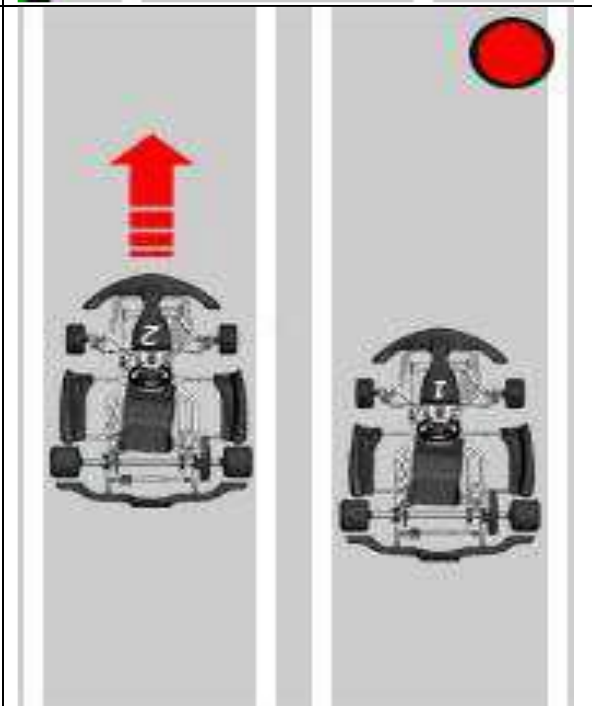
iv) Penalty Catalogue

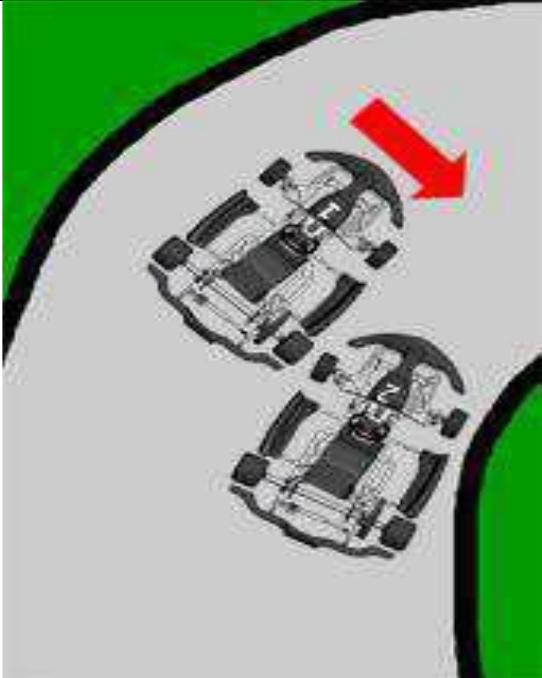
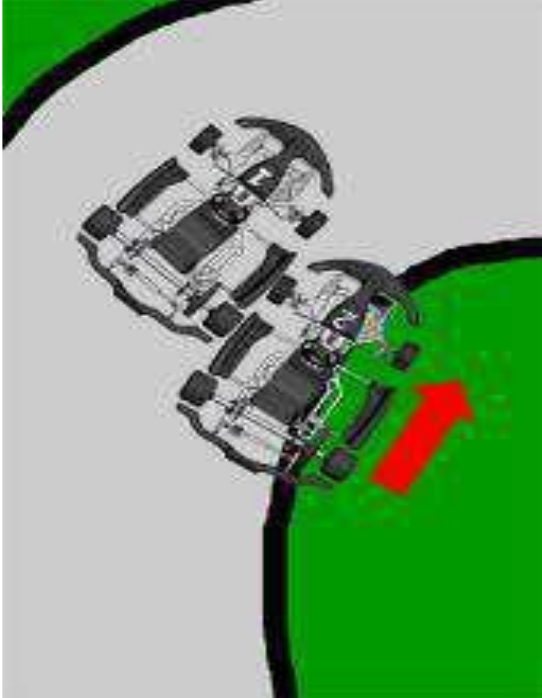
#	DESCRIPTION	PENALTY
34.1	Gaining an Unfair Advantage	5 seconds
34.2	Driving in a manner incompatible with general safety – e.g. causing an accident.	The penalty will be either 10 seconds or heat exclusion, depending on severity.
34.3	Contravention of flag signal before or after a Heat - Black & White / Yellow	5 seconds
34.4	Contravention of flag signal during a Heat – Black & White / Yellow	Minimum 5 seconds up to 10 seconds
34.5	Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
34.6	Contravention of flag signal – Red Flag or Black Flag	Race or Meeting exclusion
34.7	Abusive Language, Behavior or Assault	Race or Meeting exclusion
34.8	Failure to attend Drivers’ Briefing	Fine of N\$1000
34.9	Failure to obey an Official of the Meeting	Heat or Meeting exclusion
34.10	Scrutiner Non-Compliance Report, vehicle or component inéligible	Heat or Meeting exclusion See Article 16.1
34.11	Underweight	Heat exclusion
34.12	Failure to report to Scrutineering	Race Meeting exclusion
34.13	Incorrectly positioned front fairing/Nose Cone - Qualifying practice	Deletion of fastest time
34.14	Incorrectly positioned front fairing/Nose Cone – race	5 Seconds penalty
34.15	Attempting to tamper with or reattach the front fairing during race / timed qualifying	Race exclusion

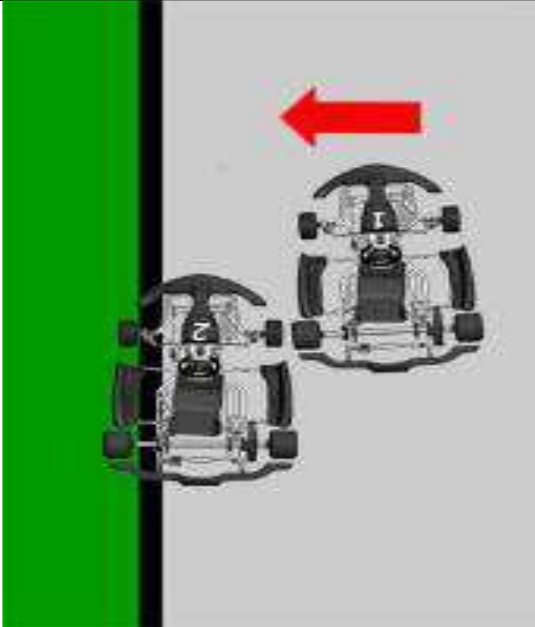
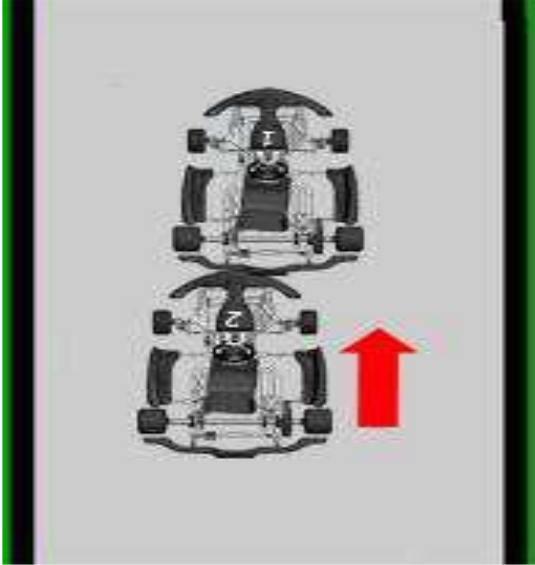
34.16	Intentionally reattaching the front fairing after checkered flag	Meeting Disqualification & Consideration of Referral to NMSF.
34.17a)	Removing hands from the steering wheel during a race: Competitors are not allowed to remove their hands from the steering wheel during racing conditions. If a problem with racing safety gear is detected which warrants action, the competitor is to pull off the track safely, correct the problem and rejoin the race safely.	The penalty for this infringement will be exclusion from the Heat.

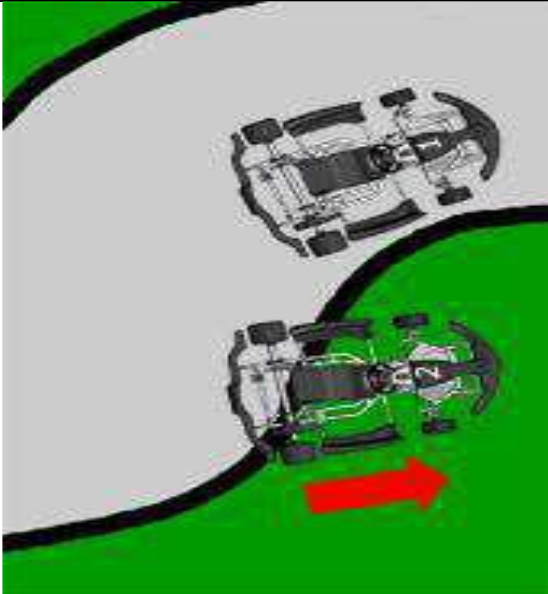
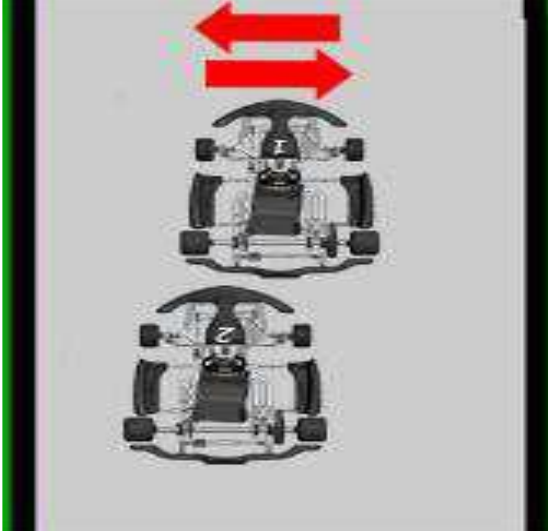
34.17b)	Removing hands from the steering wheel after the chequered flag: Competitors who have crossed the finish line and reduced their pace are allowed to remove one (1) hand from the steering wheel. This action is also required when indicating that they will be leaving the track when experiencing a technical problem, to enter the weighing-in area or Parc Ferme.	Competitors removing both hands from the steering wheel after the finish line will be awarded with a 5 second penalty.
	If at any time actions as highlighted in 34.17 (a) and (b) above, leads to the competitor causing an accident, 34.2 will then be imposed.	
34.18	Tucking down: A competitor tucking their head down behind the steering wheel in a race is prohibited to the extent that the competitor who drops his/her head behind the steering wheel can result in the competitor taking their eyes off the road which is dangerous. Competitors should at all times be aware of what is going on around them and therefor need to be able to see the track at all times. Leaning forward with one's head up is not tucking down as the competitor will still have sight of the road.	The penalty for tucking down will be 5 seconds and may lead to a heat exclusion if repeated.
34.19	Track Limits: Exceeding the boundaries of the track ie: lines and kerbs	1 warning for the day then a 5 sec penalty for every infringement thereafter.


v) The list of infringements and penalties set out below is not intended to be an exhaustive list nor is it intended to address every conceivable situation which may arise in kart racing. It contains commonly known issues that are encountered in kart racing and the penalties that are generally associated therewith. The Clerk of the Course and the Stewards always retain the ultimate discretion to determine whether any other conduct (falling outside of the ambit of what is set out hereunder) should be penalised and what an appropriate penalty should be. This does not mean that the Clerk of the Course and the Stewards are obliged to act thereon, and competitors are reminded that should they feel aggrieved by any action or inaction to exercise their rights in terms of the SPRs to either protest and/or appeal.

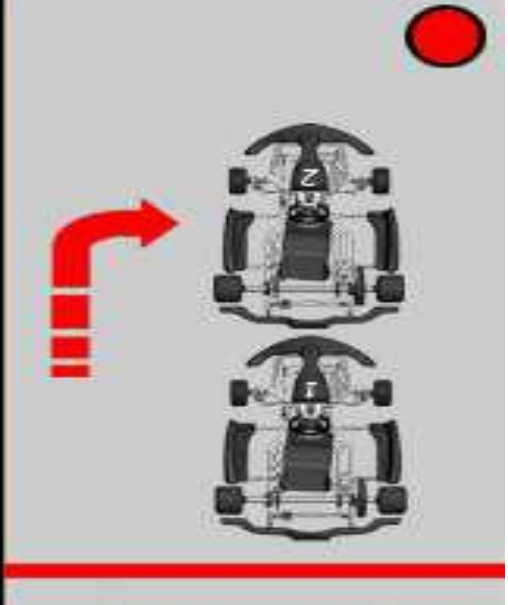
<p>False Start (Type A) Means Kart 2 leaves the marked corridor during launch phase with at least two (2) tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		<p>General:</p>
<p>False Start (Type B) Means Kart 2 leaves the marked corridor during launch phase with at least four (4) tyres before the start has been released. Leaving = the tyres are completely on or outside the corridor line.</p>		<p>A: 3 Seconds B: 10 Seconds</p>
<p>Jump Start Means that Kart 2 accelerates before launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards</p>		<p>General:</p>
		<p>5 Seconds</p>
		<p>Without Advantage: Not Relevant With Advantage: Not Relevant</p>

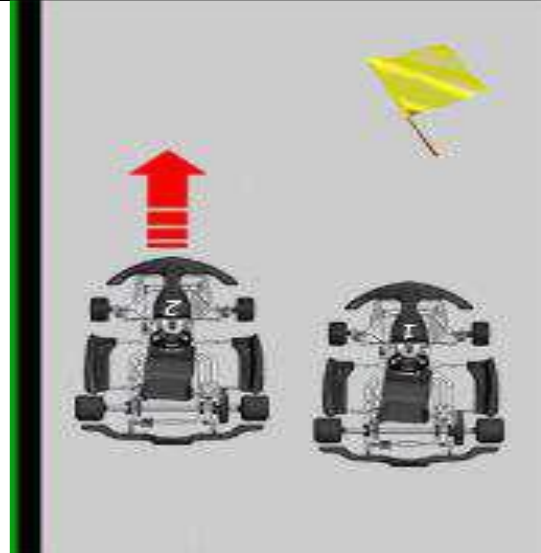
<p>Cut- In Mean that Kart 1 constricts the drivable section towards the curve center forcing Kart 2 to leave drivable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand if, (either/or):</p> <ul style="list-style-type: none"> -Kart 2 suffers a position loss or drop-out -Kart 2 suffers a damage leading to a position loss or retirement within the same lap. 		<p>General:</p> <p>Not Relevant</p> <p>Without Advantage: 5 Seconds</p> <p>With Advantage: 5 positions</p>
<p>Edge- Into Mean that Kart 2 drives next to Kart 1 (e.g in order to start an overtaking action) without possessing enough drivable section (including kerbs). It is irrelevant if kart 2 is completely or partially next to Kart 1 or if Kart 2 is completely or partially off the track.</p> <p>An advantage is at hand if, (either/or):</p> <ul style="list-style-type: none"> -Kart 2 suffers a position loss or drop-out -Kart 2 suffers a damage leading to a position loss or retirement within the same lap. 		<p>General:</p> <p>Not Relevant</p> <p>Without Advantage: 5 Seconds</p> <p>With Advantage: 5 positions</p>

<p>Push-Out Means if Kart 1 constricts the drivable section towards the outside line forcing Kart 2 to leave drivable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is however, that Kart 2 has to be at least 1/3 (front tyres next to rear tyres) next to Kart 1.</p> <p>An advantage is at hand if, (either/or):</p> <ul style="list-style-type: none"> -Kart 1 wins a position -Kart 2 suffers a position loss or retirement -Kart 2 suffers a damage leading in a position loss or retirement on the same lap. 		<p>General:</p> <p>Not Relevant</p> <p>Without Advantage: 5 Seconds</p> <p>With Advantage: 5 positions</p>
<p>Bump Means that the front of Kart 2 touches the rear of kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand if, (either/or):</p> <ul style="list-style-type: none"> -Kart 2 wins a position and cannot be restored within the same lap -Kart 1 suffers a position loss or retirement -Kart 1 suffers a damage leading in a position loss or retirement on the same lap. 		<p>General:</p> <p>Not Relevant</p> <p>Without Advantage: Warning Only</p> <p>With Advantage: 5 positions</p>

<p>Short -Cut Means if Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand if, (either/or):</p> <ul style="list-style-type: none"> -Kart 2 wins a position or gains time which cannot be given back within the same lap. -Kart 1 or any other is handicapped by the return of kart 2. -Kart 1 or any other suffers a position loss or retirement on the same lap by the return of Kart 2. 		<p>General:</p> <p>Not Relevant</p> <p>Without Advantage: Warning Only</p> <p>With Advantage: 5 positions</p>
<p>Zig Zag Means that Kart changes the driving line more than 2 times on a straight track section for more than a Kart width. It is irrelevant how far ahead Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand if, (either/or):</p> <ul style="list-style-type: none"> -Kart 1 acts more than once a time this way in the same race. 		<p>General:</p> <p>Not Relevant</p> <p>Without Advantage: Warning Only</p> <p>With Advantage: 5 positions</p>

<p>Technical Non-Compliance is at hand, if the Kart is not fulfilling the technical regulations in all parts. It is irrelevant, if the technical lack arises before, during or after the race. It is also irrelevant, if the technical lack would have led to an advantage or not.</p> <p>The only relevant thing is technical condition at the time of examination.</p> <p>An advantage is at hand if, (either/or):</p> <ul style="list-style-type: none"> -Underweight -Wrong Setup -Wrong Fuel, oil.... -Modified Parts etc. 		<p>General:</p> <p>Exclusion</p> <p>Without Advantage: Not Relevant</p> <p>With Advantage: Not relevant</p>
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<p>Formation Fault is at hand if Kart 2 improves its starting position unforced during the formation lap after having crossed the “Red Line” (and before the start has been released)</p>		<p>General:</p> <p>Exclusion</p> <p>Without Advantage: Not Relevant</p> <p>With Advantage: Not Relevant</p>

<p>Flag Disregard is at hand, if the driver does not carry out the flag instructions given by either the track personal or Clerk of the Course. It is irrelevant which flag is in question, why the flag has been disregarded or if the violation would have led to an advantage or not.</p> <p>Typical examples of flag disregard are:</p> <ul style="list-style-type: none"> -Overtaking under Yellow Flag -Continuing the race after receipt of Black/Orange Flag etc. 		General:
		Exclusion
		Without Advantage: Not Relevant
		With Advantage: Not relevant

255.1. TECHNICAL INFRINGEMENTS AND PENALTIES

- i) Notwithstanding anything stated to the contrary in the NMSF''SPRs (specifically SPR 178) any contravention of any technical regulation at Namibia National Championship karting events will result in automatic exclusion from the relevant race (in circumstances where it can reasonably be assumed that the contravention applied to that specific race only) or from the entire event/race meeting (in all other cases).
- ii) The onus rests on the competitor to demonstrate to the relevant officials that the contravention of the technical regulation applied to the specific race only and not the entire event/races before that point.
- iii) Any component and or kart found not to comply with the technical regulations and specifications must be impounded by the relevant officials. It is at the sole discretion of the Clerk of Course in consultation with the technical consultant to decide whether to return any non-compliant part to the competitor.
- iii) Generally, the non-compliant component may only be returned to the competitor if the infringement is capable of being rectified (for example, but not exclusively, the rear track width of the kart was too wide) but only after the competitor has signed and confirmed (in writing) the existence of the technical infringement and this has been accepted by the Clerk of the Course. In these circumstances, and for the avoidance of any doubt, the Clerk of the Course will not be required to conduct a hearing with the competitor concerned as to the existence or not of the technical infringement but only a hearing as to whether the infringement applied to that specific race (in which it was identified) or the entire event or races prior to that for purposes of considering the appropriate penalty to be imposed on the competitor.
- iv) A competitor removing a part/kart from Parc fermé that is deemed to be the subject of a technical investigation or infringement by the technical consultant without having signed the documentation envisaged **in clause iii)** above will be automatically be excluded from the race concerned (if it is clear that the infringement was only in respect of the particular race) or from the entire race meeting (in all other instances). Any subsequent exclusion on this basis will be at the sole discretion of the Clerk of the Course in consultation with the technical consultant and the competitor concerned will have not right of protest or appeal in relation thereto.
- v) In the event of any dispute concerning any technical item and/or component and/or part and/or issue that is not addressed in the relevant technical regulations or other applicable documents, the technical consultant shall be empowered (in accordance with SPR 169 read together with SPR 178) to make a determination as to whether or not any contravention exists and, if so, to recommend an appropriate penalty to be imposed by the Clerk of the Course.

255.2 WEIGHT INFRINGEMENTS

Weighing

All weights to be race ready as per class specifications before scrutineering, weighing done directly after each run (Qualifying/Heat). Weighing is done with driver in his complete racing kit with kart.

If a weighing is under the specifications, the driver will be disqualified for that specific heat and will not earn any points.

For specific class ages and weights refer to the ROTAX and ROK Technical Regulations.

i) POST RACE PROCEDURE - Weighing

Only an approved crew member/mechanic with an Identification Pass will be allowed to proceed past the scale to assist with pushing karts forward to be weighed (especially for the younger competitors). This is limited to one individual only. An additional crew member can wait at the scale to assist with lifting the kart onto the scale.

Under no circumstances must anything be handed to the competitor while the weighing has not yet taken Place, including any refreshments or liquids. If any actions are picked up which can influence the weight of both driver and kart, it can result in a Disqualification (DQ).

Once the karts have been weighed, the mechanic or crew can assist to remove the kart from the scale.

ii) The onus rests on the competitor to ensure that he/she has checked his/her weight (together with the kart) on the weighing scale prior to the commencement of qualifying to ensure his/her weight (together with the kart) is correct. Whilst every endeavour will be made by the officials at the event to ensure the accuracy of the weighing scale, the “scale of the day” together with any discrepancies in relation thereto will be applied when measuring the weights of all competitors at events.

iii) Competitors (with their karts as raced) which are found to be underweight after the conclusion of a race will be excluded from that race. The lap times set in the relevant race will also be disregarded for grid positioning in any subsequent race/heat. If the underweight occurs in qualifying all lap times set by that competitor in qualifying will be disregarded.

iv) Any competitor that finishes a race/heat that does not record a weight will be excluded. Should a competitor be underweight, an admission of guilt form will be signed at the weighing scale with the scale marshal and a penalty will be imposed by the Clerk of the Course. The competitor does not have a right to protest or appeal an underweight penalty.

v) A kart will only be weighed once, and the weight recorded accordingly. Should a competitor be underweight, the kart and driver in question will be asked to stand in a quarantined area with no outside interference. Failure to comply with this requirement will result in exclusion. The competitor will be given the opportunity to weigh again on two further attempts (but no more), after all other karts have been weighed.

vi) If a component falls off a kart e.g. side pod, rear bumper etc. the driver or official may retrieve the part as long as it is safe to do so prior to proceeding to the scale. If the driver does not retrieve the item prior to going to the scales the weight of the kart will be taken as is and recorded as such.

255.3 POST RACE PROCEDURE - Parc Ferme

From the scale, the karts are to be moved to the parc ferme area (not the pit area), where post-race checks are to be completed. These checks are guided by the technical regulations. Only crew with an approved pass for parc ferme will be allowed in that area and is limited to one crew member and the competitor. This must be done in an acceptable time frame without delays. Karts not taken into parc ferme can be allocated penalties as determined by the Clerk of the Course and can be called for checks to be completed.

256. SCRUTINEERING:

256.1 All karts must satisfy the Scrutineer of an event as to their suitability for racing, both from a static examination and from their behaviour on the track. The kart will also not present a hazard to the driver, to other competitors or to spectators.

256.2 All Bambino, Maxterino, 125cc Rotax and Mini ROK engines’ seal must be checked for legality and the seal number written on the scrutineering sheet, which must be filed by the NMSF for record purposes. If the seal is found broken or has been tampered with, the kart may not participate in the days racing. After an event, the Clerk of the Course may instruct that kart shall be placed in possession of the promoters/organizers for examination by the scrutineers or the Clerk of the Course to determine if they comply with the regulations.

256.3 Unless a waiver is granted by the Clerk of Course in particular circumstances, drivers and entrants who do not keep to the time limits imposed will not be allowed to take part in the event.

256.4 Any kart failing to comply shall be dealt with in terms of the SPR'S. Refusal to submit a kart for scrutiny shall result in automatic exclusion and possible further disciplinary action.

257. PRACTICING:

On each day of an event, before racing commences, a definite period shall be allotted for official practicing and qualifying.

- i) A warm-up session of 8 minutes per class.
- ii) Official Qualifying shall be one period of 8 minutes per class, in which the driver will have
If no timed lap, he will start at the end of the grid.

258. STARTING ORDER:

Starting grid for the first heat will be established by a timed qualifying session, the fastest driver starting from pole position, with other driver following in order of their lap times during qualifying. Drivers with no lap times will start from the back of the grid.

Second Heat:

Starting Grid will be determined by the fastest lap times from Heat 1.

Third Heat:

Starting Grid will be determined by the fastest lap times from Heat 2

259. NUMBER OF COMPETITORS IN A HEAT:

The maximum number of competitors shall be determined as follows:

- i) For tracks less than 500 meters 15 competitors
- ii) For tracks between 500 and 800 meters 25 competitors
- iii) For tracks between 800 and 1500 meters 34 competitors

The Clerk of the Course may decrease and adapt the above numbers for safety reasons on temporary tracks.

260. RACING – GENERAL REGULATIONS APPLICABLE TO ALL COMPETITIONS:

- i) In the interest of safety, a check shall be made on every kart that it has been passed by the scrutineers.
- ii) Only the officially nominated drivers shall drive a kart during practice and a race except with the specific permission of the Clerk of the Course.
- iii) Practising and racing shall take place in a clockwise direction, but approved exceptions may be permitted e.g., where the layout would be suited only for anti-clockwise directions.
- iv) Drivers may pass either left or right, providing the manoeuvre does not obstruct or endanger other competitors
- v) Abnormal changes of direction, moving over too early to take a corner and crowding other competitors out of their line is strictly prohibited and may result in the offenders being excluded from the heat and point scoring.
- vi) Drivers must act on all signals given to them by officials and flags waved, will be as per the SPR'S.
- vii) Under **no** circumstances may a kart be pushed or driven in any direction, except in the direction of the course, either during unofficial or official practice sessions or during a race. **Failure to observe this rule shall mean exclusion from the entire race meeting.**
- viii) Pushes are forbidden to help the driver after he has crossed the start/finish line, beyond which no pushing is allowed.
- ix) Marshals or other authorized persons may assist drivers. Such assistance may only take the form of a push-start or simply pushing.
- x) Entry into and out of the Pit and Paddock area, will at all times be in a slow and cautious manner.

NB: Warning lights may replace green, yellow, and red flag.

260.1 FRONT FAIRING/NOSE CONE

i) The use of a homologated Front Fairing/Nose Cone and of the homologated Front Fairing Mounting Kit of the bodywork homologation period 2015 – 2021 is mandatory, in accordance with CIK Specific Prescriptions, article 30 and CIK Technical Drawing No 2d.

ii) Should a driver be found to have tampered with/replaced/realigned or attempted to tamper with/replace/realign the nose cone which was not correctly positioned after the chequered flag has been displayed, the correct penalty will apply as per the penalty schedule below. For all events, competitors may not use repaired (e.g. plastic welding, duct tape, cable tied etc) nose cones.

iii) Should a competitor's nose cone no longer be in the correct position at the end of a race as envisaged in the regulations, an automatic and non-protest able standard **5-second** penalty will be added to the race time.

iv) The Stewards or clerk of the course, on receipt of a photographic image from the nose cone official illustrating that the competitor's nose cone was out of place, will automatically add a penalty of **5 seconds** to the race time of the competitor concerned.

v) No hearing will be held nor will the signing of any acknowledgement by the competitor be required. The decision by the Stewards to amend the results shall not be subject to appeal and the amended results will be published on the notice board.

vi) Any competitor found to be tampering with his/her nosecone, from outside the kart or from his/her sitting position within the kart anywhere between the finish line and the weigh in scale will be excluded from the event. This decision is final and non-protest able.

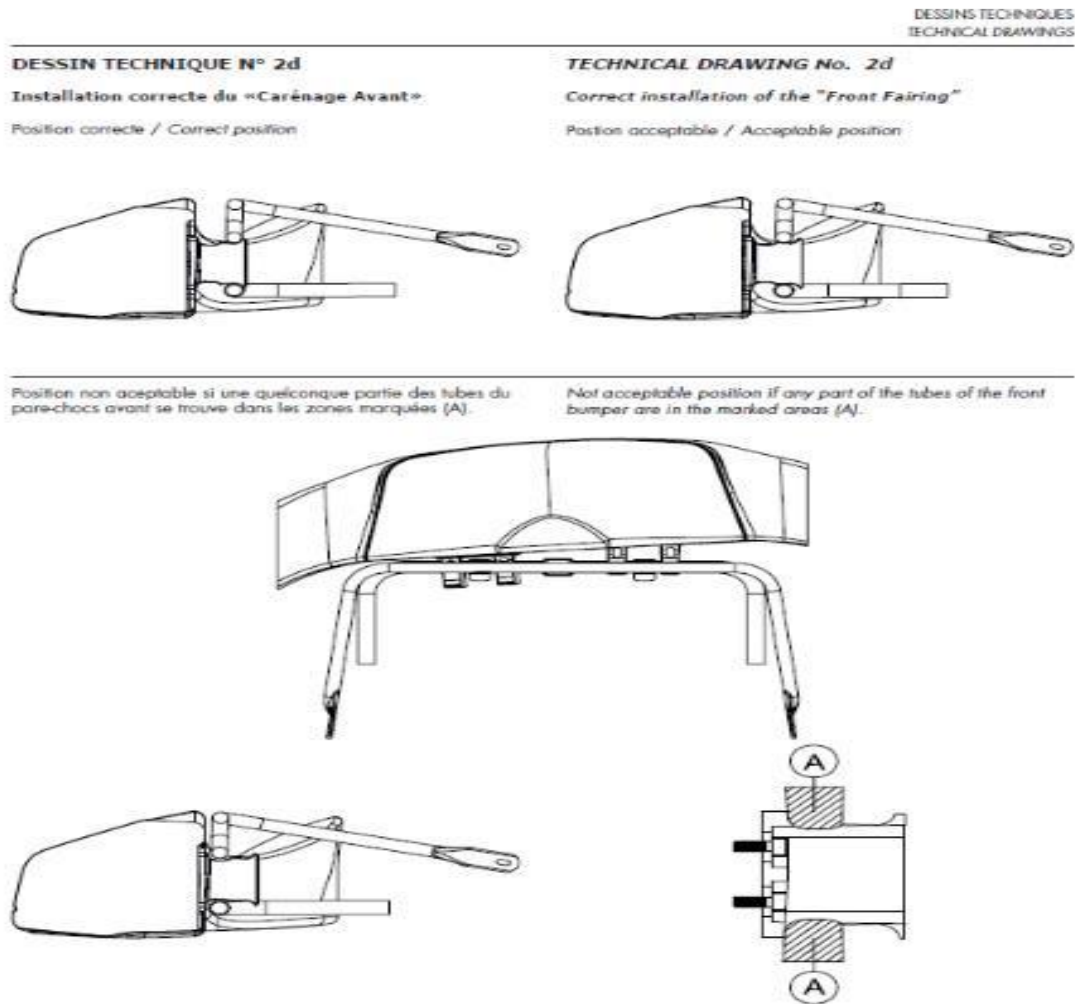
vii) A defective nose cone may allow bumping to go unpunished. If the underside of the nose has worn through at the connection to the vertical front face of the nose cone or if any nose cone seam is split open, the nose cone is no longer legal may not be used. Damage like this renders the nose cone (and its clamping mechanism) ineffective for its intended purpose - which is to penalize offenders who bump into their fellow competitors. Repairs are forbidden and if no supplier has stock of any make of FIA Karting approved nose cone, a repair approved by the technical consultant is acceptable for that event only.

viii) Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the "black and white checkered flag" was waved this will lead to a disqualification.

260.2 PRE- RACE PROCEDURE – Front Fairing/Nose cone

In addition to the initial scrutineering procedures, karts being lined up for the grid must NOT have their nose cones clipped in. Nose cones will be attached in the presence of the scrutineers or nose cone marshal. Upon finding that a nose cone had been tampered with which is not in line with the regulations, this may result in a Disqualification (DQ).

A technical drawing of the correct and incorrect positioning of the nose cone appears below:



260.3 SPROCKETS FOR ROK

Sprockets on the rear axle are not open and only sprockets ranging from 79 to 81 will be allowed.

260.4 SPROCKETS FOR ROTAX

Fixed Gearing Applicable All Circuits

MICRO MAX:

Engine Sprocket: 14t

Rear Sprocket: 75t

MINI MAX:

Engine Sprocket: 13t

Rear Sprocket: 80t

261. RACE FORMAT

261.1 STARTING A RACE:

The method of starting a race shall be a rolling start where the drivers have one warm up lap and with the pole sitter setting the pace. On display of the green flag indicating that karts are under starter's orders, the karts will leave the pre-race paddock and proceed in two parallel rows in grid order to complete a lap or part thereof as instructed by the Clerk of the Course depending upon the nature of the circuit or the size of the field. The Karts will not be called to the grid to stop. Penalties will be applied for not starting correctly.

- 261.2** No further karts will be allowed out of the pre-race paddock onto the circuit once the start signal has been given and the race has begun.
- 261.3** It is the duty of the pole position driver and the second position driver to ensure that the rest of the field is sufficiently “bunched up” prior to reaching the 90- metre line.
- 261.4** A steady speed point must be indicated by a red line and/or markers on either side of the track at a suitable point (within the ambits of the circuit). But not less than 90 meters before the start line, and when the pole position driver reaches this point he must set and maintain a reasonable and constant speed slow enough to allow the field to remained “bunched up” and the driver in number 2 position must at this stage without delay position himself level with the pole driver with the rest of the field in their allocated positions behind the two leading drivers in two parallel lines.
- 261.5** A driver, who is unable to take up his correct grid position prior reaching the 90- meter line, must either take up position at the rear of the field or remain in the position in which he or she is at that time.
- 261.6** The second position driver must maintain a position level or slightly behind the pole driver as they approach the start line. At any point between the 25-meter line and the start line, when the two leading karts are level, or the pole man is slightly ahead and the majority of the field (generally the first 10 karts) is in position, well bunched up and in two parallel lines, the starter may give the starting signal. Until the signal to start is given the entire field will remain in grid order one behind the other and it is forbidden to move either to the left or the right or to leave more than one kart length behind the kart in front.
- 261.7** Should the Starter or the Clerk of the Course not be satisfied with the disposition of the field as the leading karts approach the start line, it may be indicated that the field must complete another warmup lap, or a false start may be notified to the drivers by means of showing the false start flag (green with yellow chevron).
- 261.8** Drivers will then proceed around the circuit and repeat the starting procedure again.
- 261.9** Should the start signal have been given, and the race has in fact begun, then any competitor committing a starting offence may be notified thereof and penalised after the race.
- 261.10** The onus is on each competitor to ensure that he/she complies with the starting procedure.
- 261.11** In the event of the pole driver not being able to take up his correct position during the start procedure, then the number 2 driver will be responsible assuming the role of the pole driver and setting the pace from the red 90- meter line (the steady speed point line). If either of the front row grid positions are vacant as the field approaches the start line, then the starter may start the race based on the position of the remaining front row kart(s) alone. Those drivers will assume the role of ensuring the correct start procedure

261.12 SIGNAL TO START A RACE

- 261.12.1 A race shall be started by the lowering of the green flag or alternatively by the extinguishing of the red light/s. It is obligatory to state in the SRs if lights are to be used.
- 261.12.2 Should the Clerk of the Course allow the field to reform for another lap and a starting offence is again committed, the race will continue, and the guilty party or parties shall be penalised accordingly after the end of the race. Should a penalty be imposed, that penalty will be a 5-place penalty for the first offence, 8 places for the second offence and then exclusion for a third offence.

261.13 SIGNAL TO FINISH THE RACE

- 261.13.1 It shall be obligatory for the chequered flag to be shown after the last lap board. After receiving the end of the race (or practice) signal, which shall be the displaying of the chequered flag, each driver shall continue at a reduced speed to the pits/paddock entrance.
- 261.13.2 If during a race the chequered flag is inadvertently displayed before the race is scheduled to end (in terms of the SRs or as amended) the race will nevertheless be deemed to have ended.
- 261.13.3 If during a race the chequered flag is inadvertently displayed after the race is scheduled to end, the race will nevertheless be deemed to have ended when it was due to end.

261.14 CLASSIFICATION AS A FINISHER

- 261.14.1 After the winner has received the chequered flag, any driver who has not completed the full number of provided laps, even if he does not finish the race, will be classified as a finisher according to the number of laps he has actually covered, provided he has completed at least two thirds (75%) of the race distance (rounded down to the nearest whole number of laps
- 261.14.2 No kart may be pushed over the finish line.

261.15 STOPPING THE RACE

- 261.15.1 Should it be deemed necessary to stop the race due to an accident on the grounds of safety or for any other reason, the red flag shall be shown by the Clerk of the Course, and all flag Marshals shall show red flags to indicate the race has been stopped.
- 261.15.2 All drivers will immediately stop racing and continue slowly to the start line, being prepared to stop at any point if requested to do so by an official. On reaching the start line, the competitors shall be required to stop. The results will be determined as follows:
 - 261.15.2.1 Should less than two (2) laps have been completed the race shall be re-run and the first start declared null and void. Only the original drivers will be entitled to take part in the restart, and they will take up their original start positions. The restart time will be at the discretion of the Clerk of the Course.
 - 261.15.2.2 Should the race be stopped between laps three (3) laps and 75% of the total race distance, the race will be restarted based on the finishing order of the drivers at the end of the lap preceding the red flag. The restart time, if delayed, will be at the discretion of the Clerk of the Course. No refuelling will be allowed.
 - 261.15.2.3 Should 75% of the total race distance have been completed it shall be deemed a race and the result will be the finishing order of the drivers at the end of the lap preceding the red flag. Full points will be awarded.
 - 261.15.2.4 Less than 2 laps. No points will be awarded

261.16 RECOVERY

- 261.16.1 In case of a breakdown no outside assistance will be allowed except by the designated recovery vehicle.

261.17 OUTSIDE ASSISTANCE

- 261.17.1 No driver may receive outside help from any person other than a marshal or race official on the track once the karts have left the pre-race grid for the start of a race.
- 261.17.2 Drivers may, however, during the race, enter the pits by the proper method, weigh the kart, receive assistance in the pits and then re-join the race.
- 261.17.3 The only exceptions to the rule regarding assistance on the track are that marshals may assist drivers who have come to a stop to place a kart off the circuit to avoid obstructing other competitors.
- 261.17.4 The starting of engines or pushing of karts is only permitted by the driver concerned when it is deemed safe.
- 261.17.5 From the commencement of first official practice only authorized officials are allowed on the track. The penalty for receiving outside assistance, whether the assistance is solicited or not, unless it is an authorized race official, is automatic exclusion from either the relevant race or qualifying.
- 261.17.6 Where a circuit has provision for a demarcated area for repairs to karts which does not require karts to cross the scale, competitors may make use of this area during racing only without the necessity of first crossing the scale. The location of the said demarcated area must be made known to competitors at drivers briefing and karts entering this area for repairs must come to a complete stand- still prior to returning to the race circuit.

262. RACE DISTANCES:

Unless the number of laps per heat for each class is specified in the Supplementary Regulations, a heat will consist of the following race laps.

Tony Rust Racetrack:

Bambino	8 laps
Maxterino, all max classes & Mini ROK	15 laps
DD2 Masters	10 laps

Swakopmund Racetrack:

Bambino	12 laps
Maxterino, all max classes & Mini ROK	22 laps
DD2 Masters	15 laps

263. CLASSES:

On request to the NMSF via the Karting Committee, a driver / competitor may apply for a waiver to compete in a higher class, with special consideration to size and a minimum of 2 years' experience to be approved by the NMSF Executive Committee.

264. NATIONAL CHAMPIONSHIPS:

A National Championship event points will be allocated as follows:

1 st 35 points	18 th 15 points
2 nd 32 points	19 th 14 points
3 rd 30 points	20 th 13 points
4 th 29 points	21 th 12 points
5 th 28 points	22 th 11 points
6 th 27 points	23 th 10 points
7 th 26 points	24 th 9 points
8 th 25 points	25 th 8 points
9 th 24 points	26 th 7 points
10 th 23 points	27 th 6 points
11 th 22 points	28 th 5 points
12 th 21 points	29 th 4 points
13 th 20 points	30 th 3 points
14 th 19 points	31 th 2 points
15 th 18 points	32 th 1 points
16 th 17 points	33 th 0 points
17 th 16 points	

In the event of a tie having to be resolved to declare a winner, preferences will be given to the driver with the greatest number of first places. If a tie remains, the greatest numbers of second places will count and so on. **For a DNF there shall be no points.**

264.1 NUMBER OF RACES / EVENTS SCORING TOWARDS CHAMPIONSHIP

Six (6) National Championship events will be held for the season consisting of 3 heats each. All heats shall count towards the National Championship.

265. RACING NUMBERS:

All karts will display two racing numbers, one fitted on the front of the kart and the other one at the rear. Letters should be at least 15cm tall and 2cm thick, being easily readable at a distance by Marshalls and Officials.

Bambino class will have black letter on yellow background

Cadet class will have black letter on a yellow background.

Maxterino class will have black letter on a yellow background.

Micro Max will have black letters on a yellow background

Mini Max will have black letters on a yellow background

Junior Max will have white letters on a green background

Senior Max will have white letters on a black background

DD2 will have white letters on a red background

DD2 Masters will have black letters on a white background

Mini ROK will have black letters on a yellow background

266. AGE LIMITS AND SPECIFIC CLASSES - ROK

Tillotson Cadet – National Championship

Open to all drivers from the year of their 5th birthday, to 31 December of the year in which their

8th birthday occurs. **Weight – 86kgs**

Mini Rok under 10– National Championship

Open to all drivers under the age of **10 years old**. **Weight – 110kgs**

Mini Rok from 8- the year he turns 13 110 kg

267. AGE LIMITS AND SPECIFIC CLASSES - ROTAX

Bambino

Age limits: the driver must have at least his/her 5th birthday during the year of the event and must have his/her **10th birthday** after the year of event. **Weight 74kgs**

125 Micro MAX

Age limits: the driver must have his/her **7th birthday** during the year of the event and must have his/her **12th birthday** after the year of the event. **Weight 105kgs**

125 Mini MAX

Age limits: the driver must have his/her **9th birthday** during the year of the event and must have his/her **14th birthday** after the year of the event. **Weight 115kgs**

125 Junior MAX

Age limits: the driver must have his/her **12th birthday** during the year of the event and must have his/her **15th* birthday** after the year of the event. **Weight 145kgs**

* A driver with **15 years old** during the year of the event can participate in Junior MAX category only if he/she is placed on the official CIK FIA list for special licence cases to be able to hold a valid International G Karting Licence, according to Article 3.4.1 of the CIK International Karting Licences for Drivers.

125 Senior MAX

Minimum age: the driver must have his/her **14th * birthday** during the year of the event. **Weight 162kgs**

125 MAX DD2

Minimum age: the driver must have his/her **15th birthday** during the year of the event. **Weight 175kgs**

125 MAX DD2 Masters

Minimum age: the driver must have his/her **32nd birthday** during the year of the event. **Weight 180kg**

268. TYRES

Any karting approved tyre can be used across all Rotax and ROK classes for the Namibia National Karting Championship unless the competitor would like to be eligible for scoring in the Rotax Max Challenge or the ROK Championship then the tyres specified for those classes and categories must be used.

269. GENERAL CONDITIONS

It is the entrant's responsibility to ensure that all persons concerned by his entry observe all the provisions of the code, the technical regulations and the sporting regulations. If an entrant is unable to be present in person at the event, he/she must nominate his/her representative in writing.

The person having charge of an entered kart during any part of an event is responsible jointly with the entrant and / or separately for ensuring that the provisions are observed.

Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

Entrants, drivers, assistants and guests must always wear the appropriate identification credentials which have been provided to them.

SSR'S 270 – 299 RESERVED.