



NAMIBIA

MOTORSPORT

FEDERATION

NMSF STANDING SUPPLEMENTARY REGULATIONS

KARTING

STANDING SUPPLEMENTARY REGULATIONS APPLICABLE TO KARTING FOR 2024 - 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.

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

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

254. CONDUCT:

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.**

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.

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

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

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.

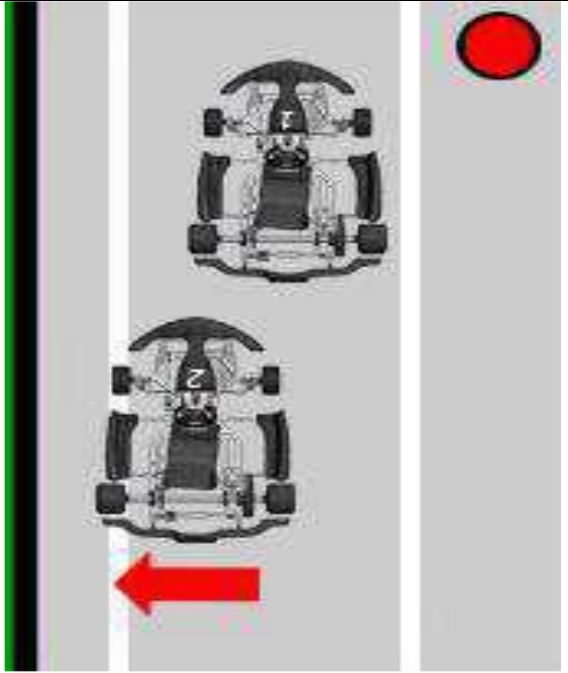
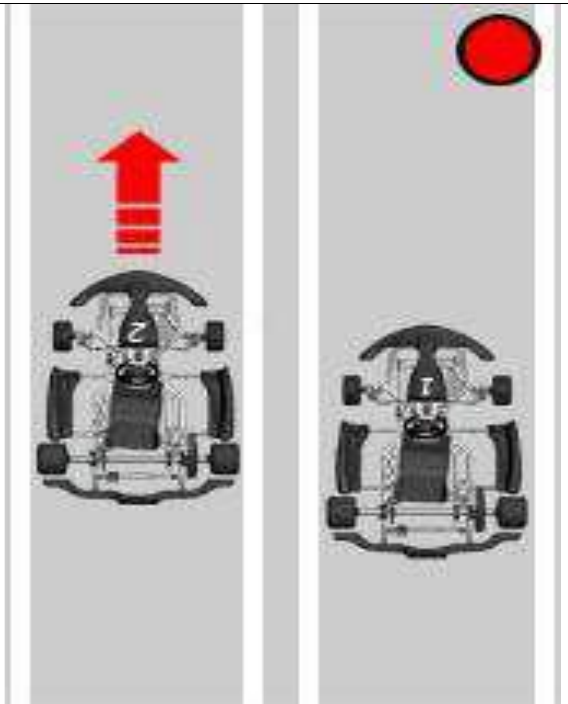
iii) **Penalty Catalogue**

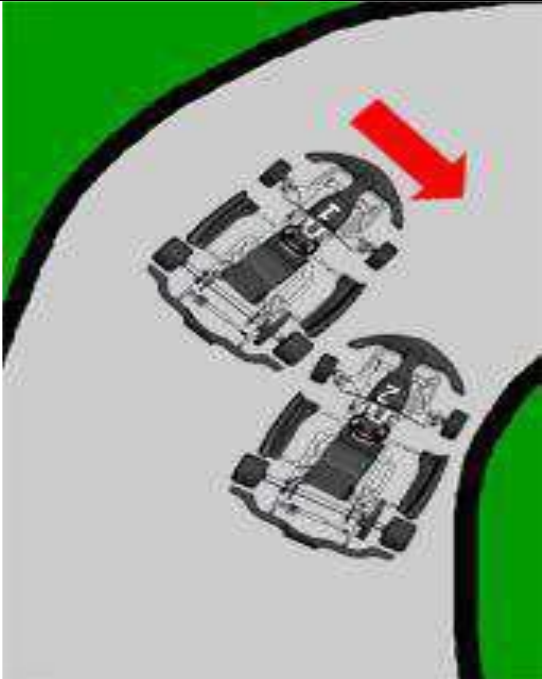
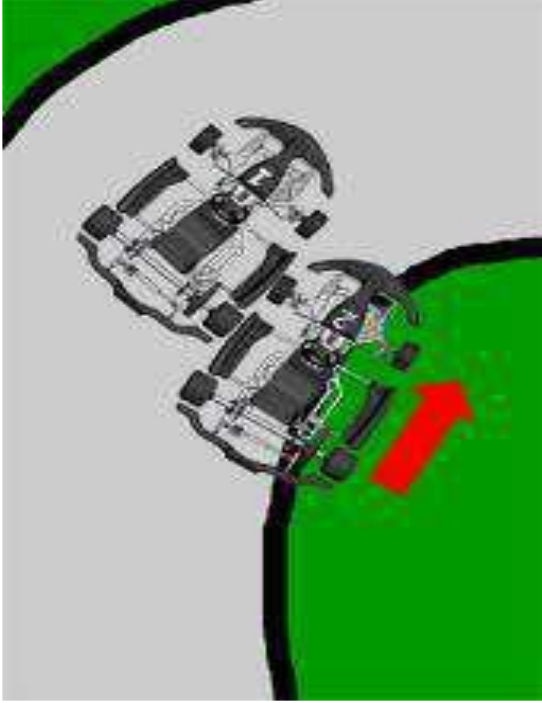
Participants, who commit an irregularity, shall be punished with a penalty according to the below regulations as well as possible imposition of LPS points as per Article 35.

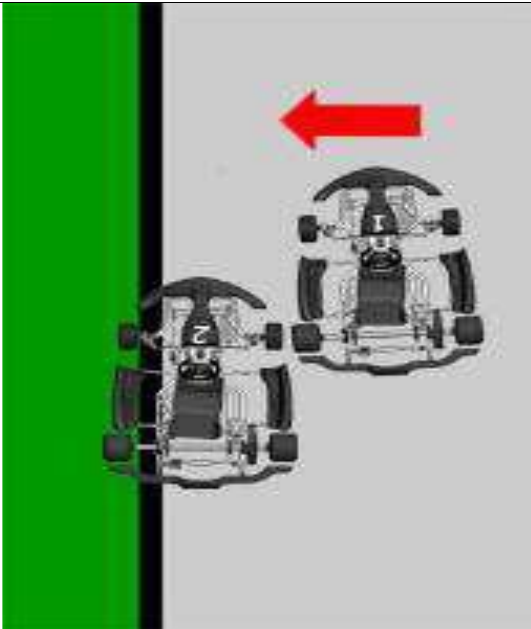
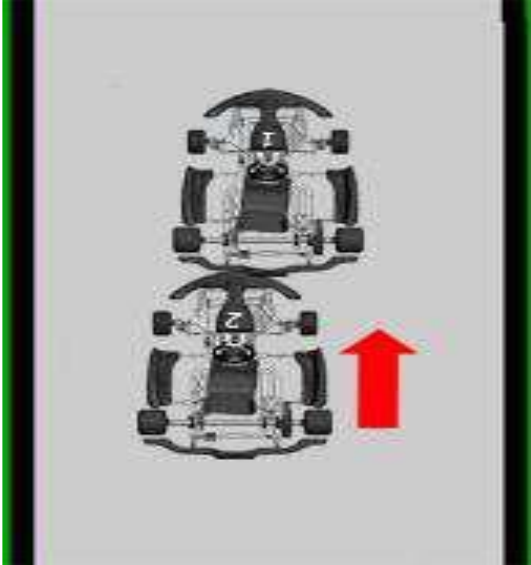
Breaches and penalties below do not restrict the Clerk of the Course or the Steward (in the case of a protest) from imposing further penalties, in accordance with the general regulations, if they deem the incident justifies it.

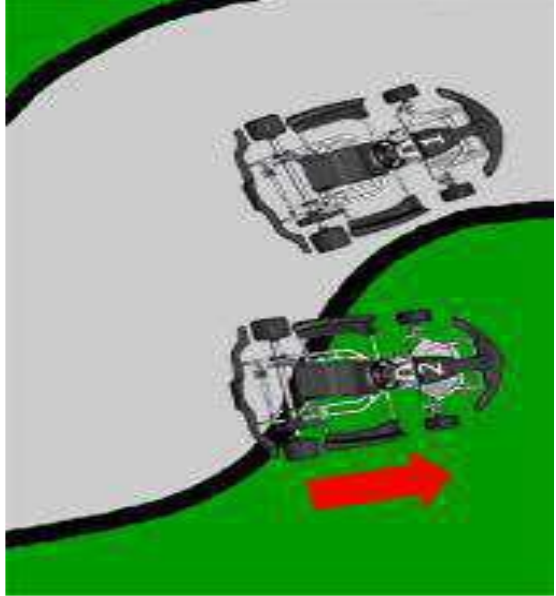
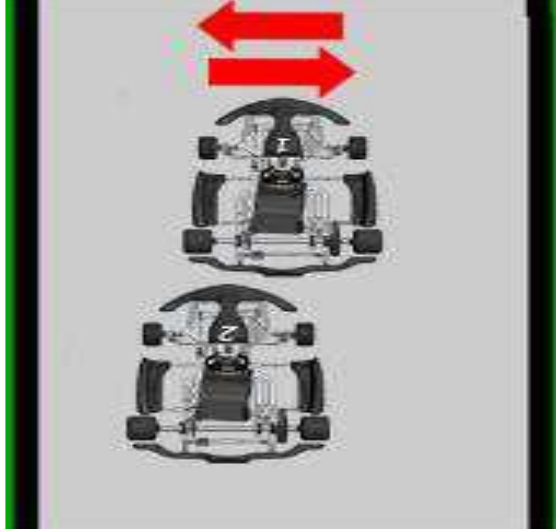
iv) Penalty Catalogue

#	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	Minimum 5 seconds up to 10 seconds, Race or Meeting exclusion
34.3	Contravention of flag signal before or after Race - Black & White / Yellow	5 seconds
34.4	Contravention of flag signal during Race – 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 R 1000
34.9	Failure to obey an Official of the Meeting	Race or Meeting exclusion
34.10	Scrutineer Non-Compliance Report, vehicle or component inéligible	Race or Meeting exclusion See Article 16.l
34.11	Underweight	Race exclusion
34.12	Failure to report to Scrutineering	Race Meeting exclusion
34.13	Incorrectly positioned front fairing - Qualifying practice	Deletion of fastest time
34.14	Incorrectly positioned front fairing – 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 MSA

<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</p>
	<p>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>

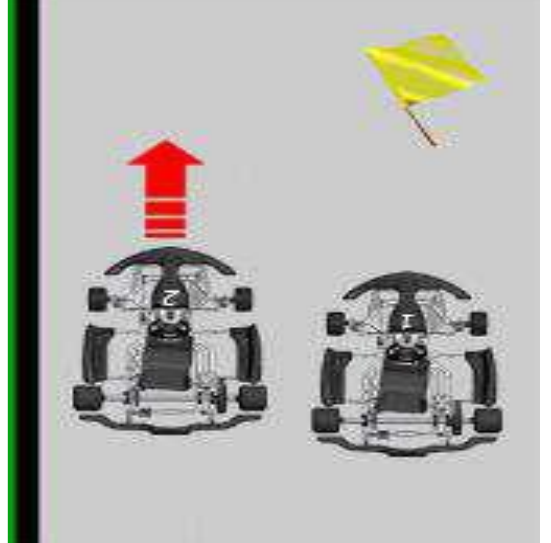
<p>Push-Out Means if Kart 1 constricts the drivable section towards the outside line forcing Kart 2 to leave drivable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is however, that Kart 2 has to be at least 1/3 (front tyres next to 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>

<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>General:</p>
		<p>Exclusion</p>
		<p>Without Advantage: Not Relevant</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. 		<p>With Advantage: Not relevant</p>
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256. SCRUTINEERING:

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.

All Bambino, Maxterino , 125cc Rotax, Kid ROK 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.

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.

260.1 FRONT FAIRING

The use of a homologated Front Fairing 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.

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.

The Stewards or clerk of the course, on receipt of an 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.

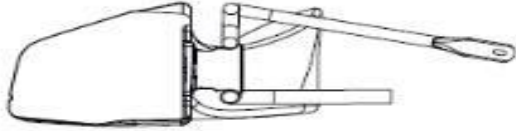
No hearing will be held nor will the signing of any acknowledgement by the competitor be required. The decision by the Stewards to amend the results shall not be subject to appeal and the amended results will be published on the notice board.

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.

DESSIN TECHNIQUE N° 2d

Installation correcte du «Carénage Avant»:

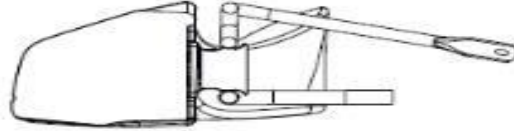
Position correcte / Correct position



TECHNICAL DRAWING No. 2d

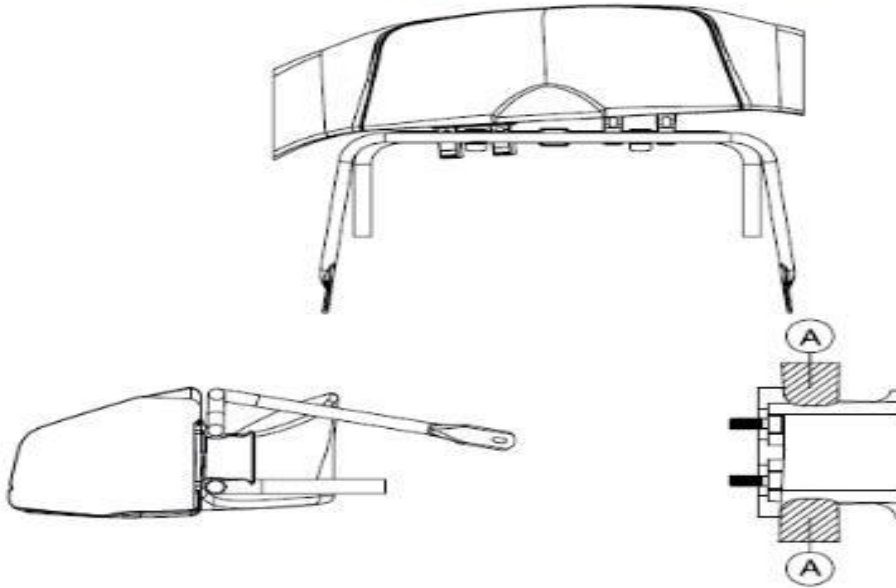
Correct installation of the "Front Fairing"

Position acceptable / Acceptable position



Position non acceptable si une quelconque partie des tubes du pare-chocs avant se trouve dans les zones marquées (A).

Not acceptable position if any part of the tubes of the front bumper are in the marked areas (A).



260.2 SPROCKETS FOR ROK

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

261. 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. Two markers alongside the track shall indicate a steady speed point at least 90 meters before the start/finish line and when the driver on pole reaches this point, he must maintain a reasonable and constant speed slow enough to allow the field to bunch up. Driver No. 2 should be level with the pole sitter or slightly behind, with the rest of the field formed in their allocated positions. Any driver, who is unable to take up his correct grid position prior to the field reaching the 90 metres steady speed point, must take up position at the rear of the field.

Karts to bunch up at an acceptable pace 70mtr before start line any kart not in position will get a warning, second offence will be treated as a false start.

At any point between the 25-meter yellow line and the starting line, the starter may decide to start the race. Should the starter not be satisfied by the disposition of the field, a false start flag (green with yellow chevron) will be displayed and drivers will then proceed around the oval circuit and repeat the starting procedure.

Starting order if not according to position, then classes to start as follows:

- Masters
- Senior
- Junior

Starting order, starting or grid position, to be determined according to qualifying time and not class when all 125 classes race together

Kid ROK
Mini ROK

261.1 STARTING PROCEDURE SPECIFICALL FOR ROK

In addition to SSR 261, all ROTAX/ROK Classes to start immediately after the formation lap and will not called to the grid to stop.

Penalties will be applied for not starting correctly.

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

Swakopmund Racetrack:

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

263. CLASSES:

263.1 Weighing/Weights:

All weights to be race ready as per class specifications before scrutineering, weighting 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.

263.2 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

Eight (8) National Championship events will be held for the season consisting of 3 heats each. The best 21 of the total 24 heats shall count towards the National Championship.

266. 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

Maxterino class will have black letter on a yellow background.

Micro Max will have black letters on a yellow background

Mini Max will have white letters on a blue 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

Kid ROK will have black letters on a black background

Mini ROK will have black letters on a black background

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

SSR'S 267 – 299 RESERVED.