



2020 Prokart Super Single Endurance Karting Series together with Action Karting
presents

Prokart Africa 24 HOUR Endurance Race – 1 & 2 February 2020.

SUPPLEMENTARY REGULATIONS

EVENT ORGANISER:

ACTION KARTING

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1930

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THE COMPETITION IS OPEN TO ALL REGISTERED MEMBERS OF PROKART CLUB WHO MEET THE CLASS AGE REQUIREMENTS PER THE 2019 Prokart SSS Series Rules and Regulations as well as non-members who enter as Pro-Invitational or Open Invitational teams and comply with the Prokart SSS Series Rules and Regulations as well as the Prokart SSS Technical Rules.

1. CIRCUIT, VENUE AND OPENING OF ENTRIES:

- a. The Vereeniging Kart circuit is situated in Vereeniging, Gauteng, South Africa. The surface is a tarmac surface of about 1100 meters and the race will be run in a clockwise direction.
- b. Entries open immediately and close on 26 January 2020.
- c. Entries are to be submitted on the Official ONLINE entry form (<https://prokartsss.laserfiche.co.za/forms/24HourEntry>) and accompanied by the full entry fee. Should the number of entries exceed the maximum number of starters, the following criteria will apply:
 - i. Entries will be accepted complete with entry fee, in the order of being received. A maximum of 45 entries will be accepted.
 - ii. **A MINIMUM of 25** entries are required in order to make this race viable for the series and cover costs. Should there not be enough entries by the closing date, the race may be cancelled and, in this event, full refunds will be issued. **Refunds will not be issued for “no shows” or withdrawal of entries after 14 January 2019.**
 - iii. A MINIMUM of 3 drivers are required per team and MUST be named on the entry forms before close of entry on 26 January 2020. Maximum of 10 drivers per team is permitted.
 - iv. Thereafter, as additional entries are received, these entries will be placed on a reserve list, in order of receipt.
 - v. Competitors whose entries have been placed on a reserve list who are not permitted to start will have their entry refunded. If an entry has not been paid, it is not seen as an entry to be placed on the entrant or reserve list.
 - vi. Late entries will be accepted from 26 January 2020 and will attract a late entry fee charge of R1000.
 - vii. Once your entry is accepted by the organizers, the entry form signifies your team's acceptance.
- d. Strictly NO outside catering allowed. There is a restaurant and bar available.
- e. Strictly NO fires or gas braai allowed.

2. ENTRY FEE:

- a. NB: Entries must be submitted online
- b. NO email, telephonic or paper entries will be accepted.
- c. Entry fee is R6500 per kart for all classes.
- d. Entries received after the closing date will be subject to a late entry penalty of R1000-00 irrespective of whether you attend the race meeting or not. Entry is not guaranteed as per point (1.c) above.
- e. NOTE: The cost of the entry includes the rental of a CIK approved transponder
- f. Telephonic entries will not be accepted.
- g. Entry fees may be deposited directly into the Organiser's bank account, the details of which are included in the entry form confirmation email.
- h. A copy of the proof of payment is to be emailed to the Organizer using details above and included in your email confirmation upon entering.
- i. The onus lies with the competitor/entrant to ensure that his/her entry has been received by the organizer, which is done via automatic email confirmation. The organizer reserves the right to refuse any entry without giving a reason.

3. TRAILERS:

- a. ALL Trailers and vehicles are to be removed from the pit area after offloading; teams are requested to leave their pit areas clean at the end of the race.

4. CAMPING:

- a. A camping area will be provided behind the circuit within the Vereeniging Show Grounds area. Cost for camping is entry fee to the showgrounds, which is to be paid at the entry gate to the show grounds area.
- b. Please refer to the map drawn indicating dedicated areas for camping.
- c. Camping will only be permissible within the circuit grounds from 1 February 2020.

5. DOCUMENTATION AND SCRUTINEERING:

- a. Documentation will be held on Saturday morning 1 February from 9h00 to 12h00 in the documentation timing control room upstairs.
- b. Pre-event scrutinizing will take place on Saturday 1 February from 10h00 -12h00. All karts must be presented for scrutinizing in the Parc fermé area which will be clearly marked.

6. PROGRAMME OF EVENTS:

- a. The Program of Events will be published on the notice board and supplied with these regs and is subject to change.

7. FORMAT FOR QUALIFYING:

- a. Qualifying will be held on 1st February 2020.
- b. Qualifying starts promptly at 12h45, after driver's briefing.
- c. There will be two qualifying sessions.
- d. Any driver can participate in qualifying, as long as the kart crosses the scale with required weight for their class.
- e. On arrival into the pits, kart will be weighed and must proceed to parc fermé area to be checked by officials. Official will release kart from parc fermé and may proceed to allocated pit area.
- f. Fastest laptime during the session recorded for your kart and will determine grid position in your class.
- g. Any kart that is not technically compliant for any reason will be disqualified from results and start at the back of the grid, provided the infringement is corrected in order to participate in the race with a technically compliant kart. This includes being underweight.
- h. Any work to be done on the kart during qualifying may be done, provided kart is released by officials from parc ferme.
- i. It is the sole responsibility of the team to ensure that their kart is technically compliant at all times and the COC may request a technical inspection at any time during the event.

8. START PROCEDURE AND FORMAT FOR RACE:

- a. Grid lineup will be based on qualifying results per class.
- b. Grid Line up will commence on time as per the programme
- c. PIT LANE WILL BE CLOSED at a set time according to the programme. If you are not on the grid in time, you will start from the pitlane.

- d. At the allocated time as per the programme, all karts will be started up and proceed to take a single warmup lap. Only ONE team member may be on the grid to assist with starting engines prior to the warmup lap, after which they need to vacate the circuit immediately. The race will not start until the circuit is declared safe.
- e. The start procedure (rolling, standing or Le Mans style) will be determined on the day at driver's briefing.
- f. At the drop of the flag, all karts will start racing at precisely 15h00.
- g. The race will last for 24 Hours and end on 2nd February at 15h00.
- h. Any delays in the start of the race will affect the finishing time to ensure a full 24 hours are raced.
- i. The end of the race will be indicated by the waving of the black and white chequered flag.

9. COMPLUSORY STOP PROCEDURE

- a. There will be 3 timed compulsory stops during the race that each team must decide to take. Each timed stop is 45 minutes long and teams must ensure that they measure their stops accurately to avoid penalties.
 - a. NB: 45 minutes is measured from the last time you crossed the start/finish line to the next time you cross the start/finish line.
- b. Timed stops can only be executed during the Compulsory stop window as indicated on the programme.
- c. The last timed stop MUST be **completed** by 14h05, which means the latest time that you can start this compulsory stop is 13h20 in order to be completed by 14h05. Normal driver changes may still take place within the last hour of racing i.e. between 14h00 and 14h45 before the pit lane is closed as per the programme.
- d. **NB: YOU MUST REPORT TO THE MARSHALL STATIONED IN THE PIT AREA AND ADVISE THEM THAT YOU ARE REGISTERING YOUR COMPULSORY STOP. THEY WILL FEED THIS INFORMATION ONTO THE SYSTEM SO THAT THE TIMEKEEPER AND COC CAN OBSERVE.**
- e. **PENALTY:** Time penalty applied if you do not comply. The time short will be added to your total time + 1 lap.
- f. In order to help you understand the requirement, below are examples of how to handle the compulsory stops:
 - a. Team decides to conduct their first stop at the 12h05, this is allowed, since it is within the first compulsory stop window of the race. Team will go out again from 12h35m. The laptime registered on the timing system must be 45 minutes or more.
 - b. Team decides to conduct their third stop at 13h30, this is allowed. Team will go out again from 14h00 and proceed to the end of the race or conduct additional normal stops until the pit lane closes before the end of the race.
 - c. If you cross the start/finish line and register a total laptime of 44m58s then this WILL NOT count as a valid compulsory stop. You will receive the penalty of 2 seconds + 1 lap in this example.
- g. **TIPS:**
 - a. Use your compulsory stops to work on your kart. Make setup changes, change tyres, do an oil change on your motor, change brake pads.
 - b. If you encounter a technical problem and need to pit for repairs, although it was unplanned, you can still register that as a compulsory stop. You MUST report to the marshall in the pit area BEFORE you go back out onto the circuit otherwise it will not count as a compulsory stop.
 - c. Keep a stopwatch with you to measure the 45 minutes, since the timing system only shows laptime once a lap is completed, not a rolling count of your current laptime.
 - d. It is not advised to conduct your 45 minute stops consecutively, since you don't know what lies ahead in the race and you need to service your kart at some point. Rather save them for when it makes sense, especially when having to change tyres, brake pads etc.

TEAMS MUST MONITOR THEIR STOP TIME IN ORDER TO ENSURE THAT THEY DO NOT ENTER THE TRACK AND CROSS THE FINISH LINE BEFORE THEIR 45 MINUTES HAVE PASSED. THE STOP WILL NOT BE DEEMED TO BE A VALID 45 MINUTE STOP AS DESCRIBED ABOVE AND TEAMS WILL HAVE TO CONDUCT THEIR 45 MIN STOP AGAIN. THIS REQUIRES TEAMWORK AND CAREFUL PLANNING.

PLEASE DO NOT COME UP TO TIMEKEEPER TO ASK HOW LONG YOUR STOP IS!

YOU HAVE BEEN WARNED!

10. PIT LANE START PROCEDURE

- a. When starting from the pit lane, the kart will remain within the pits until the race starts.
- b. The marshal will release the karts starting from the pit lane the moment the last kart on the grid crosses the start/finish line.
- c. There will be no racing within the pits if there are multiple karts starting from the pit lane. Karts will be lined up in single file and no overtaking allowed until exiting the pits and crossing the start line.
- d. Order of karts lined up in the pit lane will be determined by kart number.
- e. NOTE: There are 24 hours of racing to be done, do not agonize about starting position. Safety is important and hence these rules being enforced.

11. DRIVER'S BRIEFING:

- a. Driver's Briefing will take place as per the programme. Attendance is compulsory for all drivers. 1 lap penalty will be applied to those teams not at driver's briefing.

12. END OF THE RACE:

- a. The end of the race will be signified by the waving of the chequered flag.

13. PARC FERMÉ (Closed Park):

- a. All Competitors who have completed 2/3 of their race distance/time are classified as finishers and, unless otherwise directed by the Clerk of Course, are therefore required to bring their karts to the Parc Fermé immediately after the race. The Organizer reserves the right to impound and examine any kart at their discretion.
- b. Parc Fermé infers that there is no outside interference and this is a "clean" area. This means **nobody other than race officials, marshals and driver of the kart** are allowed in this area at all times. No exceptions, immediate DQ if this is not followed.

14. FLAGS:

- a. **GREEN:** Start of race / End of hazard / safe racing conditions / pit lane open
- b. **YELLOW:** Caution / Slow down and be prepared to stop
- c. **RED:** Session stopped. Proceed to the start grid and wait for further instructions.
- d. **BLUE:** **THIS IS A CURTIOUS FLAG.** A faster kart is approaching you, please be aware. This is NOT an indication that you MUST give way as per traditional blue flag requirements. This is used as a SAFETY mechanism to warn slower drivers that faster drivers are approaching and to allow a safe overtake. In race conditions, drivers generally know who they are racing against and it is futile to ignore blue flags when shown. Penalties will be applied at the COC discretion. It's a long race and difficult to apply blue flags to leading karts only or even other karts being lapped. Marshals and COC will do their best to ensure safe and fair racing.
- e. **BLACK** with your kart number: Proceed to the pits immediately, penalty to be applied.
- f. **BLACK & ORANGE** with your kart number: Proceed to the pits immediately
- g. **BLACK & WHITE:** Unsportsmanlike conduct – STOP/GO PENALTY applies

15. PRIZEGIVING:

- a. The prize giving will take place in the designated podium area.
- b. Top 3 positions of each class will be presented with trophies.
- c. Podium ceremony will take place as per the programme after the race.
- d. Results will be unofficial until such time that all protests and penalties are resolved, regardless of the podium ceremony procedure having taken place.
- e. Results are final on the day.

16. TIMING TRANSPONDERS:

- a. Timing transponders are to be returned to the relevant timekeeping official prior to that official leaving the circuit. Should transponders not be returned on Race day, they are to be returned by hand or via courier the next day to Patsy Roos (016 422 1028) and an amount of R300 will be levied on the team. Lost or damaged transponders will be charged to the competitor at R4500 per transponder. No further transponders will be issued before the outstanding transponder is returned and the levy paid.

17. PROTECTIVE CLOTHING:

- a. Refer rule 1.14 of the Prokart SSS Series Rules and Regulations.

18. PIT STOPS, REFUELLING AND DRIVER CHANGES:

- a. Refer to part 11 & 12 of the rules.
- b. Pit stops will be timed. No driver change or refuel pitstop may take less than 3 minutes. This is to avoid rushing in the pits and to promote safety during stops.
- c. Should a stop be recorded as less than 3 minutes, a 1 lap penalty will be applied and the team will be notified. Rather make sure you are over the 3 minute requirement than sacrifice a lap due to a 1 second mistake.
- d. THERE IS NO MINIMUM NUMBER OF PITSTOPS ENFORCED other than the compulsory stops under regulation 9 of these regulations. You may stop as many times as you wish, as long as it is within the pitstop window.

19. PENALTIES AND PROTESTS:

- a. Refer to part 13 of the Prokart SSS Rules and Regulations found on the website www.prokartsss.co.za
- b. Protest against technical regulations for the Open Class and 2 Stroke class will not follow the Prokart SSS technical regulations since these two classes are fun classes and open to all. Technical freedom is being allowed in these two classes for this event and thus, anything goes as long as any modifications are deemed safe by the organisers and officials on the day. Protests against anything other than technical compliance for these classes will follow normal Prokart SSS rules and regulations i.e. driver conduct, non-compliance of these published regulations etc.

20. WEIGHT

- a. Prokart SSS Class carries a minimum weight of 185kg.
- b. Open Class carries a minimum weight of 195kg.
- c. 2 Stroke Class carries a minimum weight of 175kg.
- d. Refer to Rule 10.22 of the Prokart SSS Rules and Regulations regarding safety of weight fixtures. If you require assistance with creation of weight brackets for interchangeable weights between drivers, please consult with 4StrokeWorkshop www.4strokeworkshop.co.za

21. LIGHTS

- a. Circuit lights will be turned on at approximately 18h45. It is required that all karts have their lights turned on by 19h00 in order to ensure all karts on the circuit are visible in the event of a power failure. There are backup generators in the event of a power failure, so this is a safety precaution in case.
- b. One forward facing white light is mandatory
- c. One rearward facing red light is mandatory
- d. Bright Rear lights are not allowed as this may blind competitors behind you.
- e. Additional lights can be fitted at your discretion as long as front and rear lights are clearly distinguishable between white and red.
 - i. This is a safety requirement so that other karts know that they are approaching a kart that has spun and that they can see which direction that kart is facing.
- f. It is compulsory for all drivers to have clear visors on their helmets before proceeding onto the circuit at the deadline of 19h00. Drivers already on the circuit with dark visors may be pulled off and penalty applied for not complying. **Make sure you plan correctly, this is a serious safety concern and non-compliance will not be tolerated.**
- g. PENALTY for lights: Black/Orange flag will be shown and penalty applied according to Prokart SSS penalty schedule.
- h. PENALTY for driving with dark visor: Black/Orange flag will be shown and penalty applied according to Prokart SSS penalty schedule.
- i. NO light fittings are allowed on helmets or on driver's overalls/person.

22. TYRES

- a. Tyres used will be the MG RL1 compound.
- b. Tyres can be purchased from 4StrokeWorkshop.
- c. Tyre Allocations:
 - i. 2 x Sets for Prokart SSS and Open Class
 - ii. 3 x Sets for 2 Stroke 125 class.
- d. Tyre Life Expectations:

- i. Recommended tyre pressures: 1.2 to 1.8 Bar Pressure
- ii. Life expectancy is dependent on a number of factors:
 - 1. Kart Setup (Ensure wheel alignment is good to avoid uneven/faster tyre wear)
 - 2. Driver ability (skidding around a lot versus smooth driving)
 - 3. Tyre pressure used
 - 4. Track conditions
 - 5. Weather (Specifically warmer weather)
- iii. It is advised that teams monitor their tyre situation closely. Tyre changes can be done during the compulsory stops.
- e. Additional tyres are available on request and only in emergency situations. If you require additional tyres due to damage/wear or any other reason, it will be for your own cost. Pricing on front and rear, depending on the compound will be made available on the day. The organisers cannot be held responsible for reasons of excessive tyre wear as it may be due to a number of reasons, including bad kart setup and accident damage.
- f. TIPS: It would be advantageous to have an additional set of rims available so that you can save time when doing tyre changes.

23. FUEL

- a. Fuel will be supplied by a designated fuel pump from a provider announced in a supplementary regulation prior to the event.
- b. NO dangerous refueling rigs will be allowed. This will be at the discretion of the CoC and officials on the day.
- c. Teams are to use their refueling rigs to top up their fuel within their karts themselves and will not be assisted by anyone else.
- d. Please refer to Rule 12 of the Prokart SSS Series Rules and Regulations on official fueling procedures.
- e. Kart must be turned OFF and driver must be out of the kart before the fuel cap is opened.
- f. Fuel cap must be fastened before leaving the pit area.
- g. FUEL is a dangerous, flammable substance and any infringement of these rules WILL NOT be tolerated. This is for YOUR SAFETY.

24. Technical Compliance Prokart SSS 390 Class

- a. The race will be run under the normal Prokart SSS Rules for the 390 class. There will be not deviation from these rules allowed other than what is specified in these regulations.

25. Technical Compliance Open 390 Class

- a. The race will be run under the normal Prokart SSS Rules for the Open 390 class. Exception is made only for the following rules to be excluded for this class:
 - i. Part B: Rule 1.1.2 to 1.1.9
 - ii. Rule 1.2
 - iii. Rule 1.12
- b. All other rules must be complied with.
- c. Any modifications deemed to be unsafe by the CoC and/or Scrutineers may require changes to make it satisfactorily safe or competitor will not be allowed to compete. In this event, a refund will not be given. So please ensure that you give thought to any engine modifications that will not pose risk to yourself or others.
- d. Since this is an open class as far as engine specification for a Honda GX390 is concerned, with no documented engine tuning spec available, there will be no specific engine rules enforced in terms of compliance, other than safety. The intention is to have a fun class where teams can bring their own equipment outside of the Prokart SSS technical specification.

26. Technical specification 2 Stroke 125cc Open Class

- a. The race will be run under the normal Prokart SSS Rules for the Open 390 class. Exception is made only for the following rules to be excluded for this class:
 - i. Part B: Rule 1.1
 - ii. Rule 1.2
 - iii. Rule 1.12
- b. All other rules must be complied with.
- c. Any modifications deemed to be unsafe by the CoC and/or Scrutineers may require changes to make it satisfactorily safe or competitor will not be allowed to compete. In this

event, a refund will not be given. So please ensure that you give thought to any engine modifications that will not pose risk to yourself or others.

27. GENERAL:

- a. Use of Race Monitor for positions and lap times.
- b. A reminder that NO Pit to driver radio communications are allowed. You may use pitboards and other visual means to communicate with drivers.
- c. ANY of the regulations stipulated here may change. If so, it will be communicated to all team managers as well as at driver's briefing.