



MENA KARTING CHAMPIONSHIP NATIONS CUP



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Sporting Regulations

Article 15 GENERAL PROCEDURES AND INFORMATION FOR MENA RD1 ELITE CLASSES

Based on the low number of spare karts available and the possibility of giving an unfair advantage during changeovers, the kart rotation system will not be implemented for the enduro.

The performance of the karts has been assessed during practice and the organizers are satisfied that even parity exists.

Instead, karts will be allocated by ballot at the end of the briefing and each team will be charged with looking after that kart throughout the day.

This will remove the need to remove/replace numbers/transponders and therefore promote a similar time spent during each changeover.

Any drivers legitimately unhappy with their kart will have the opportunity to change ONCE during practice.

Minimum driver weight 85kg (including safety wear).

Drivers under this weight will carry ballast weights (in 5kg increments) up to maximum 30kg. Driver/team responsibility to ensure that this is met. Underweight - penalties apply as per regulations.

Roll-on/roll-off scales will not be used.

RD1 ELITE Pit crew will check ALL incoming ballast weights and random spot checks will be carried out throughout.

RD1 ELITE pit crew will handle all fuel. Karts will be FILLED during each passing through the pit lane BEFORE driver change zone.



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Incoming driver should stop, switch engine off and move to the safe zone to wait for fuelling to be completed.

Minimum number of pit stops is 2.

Maximum driving stint time 50 mins (pit out loop to pit in loop - teams to manage).

Caution on pit lane speed - 5 klm/hr

Mark Horsely
Race Director