



# WORLD OF MOTORSPORT ZA

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**2018**

## **NINJA MIDGET CLASS (NMT) TAR**

### **Introduction:**

**Competitor age restriction: Only competitors from the age of 5 years till the end of year in which he / she turns 13 years are permitted to enter into this class. Baby Kart ages from 4 to 6.**

**Reference on lengths and widths, shall be determined as follows:**

**Lengths – from the front bumper to the rear bumper;**

**Width – From the left to the Right wheel;**

**Only modifications specifically stated shall be allowed, anything not listed is not permitted**

**ONLY ENGINES SEALED BY SHANE DE BEER ACCEPTED AT NATIONAL CHAMPIONSHIP EVENTS.**

**Minimum weight 115 kg. Minimum Weight Baby Kart - NA**

<b>NMT 1.</b>	<b><u>Eligibility of Vehicle</u></b>
<b>1.1</b>	Only genuine manufactured junior kart chassis are permitted;
<b>1.2</b>	The chassis must comply with their respective specification sheet;
<b>1.3</b>	All components must be the same make and type as original equipment as per the Karting Commissions accredited Dealers except for hubs; axles; wheels; sprockets and carriers (provided these are aluminium) as well as seats; bearings (provided these are the same type); steering wheels and bumper;
<b>1.4</b>	The axle shaft must not exceed 32mm in diameter, and be manufactured from a magnetic material not exceeding 1m in length;
<b>1.5</b>	The rear axle bearing carriers may be slotted for the purpose of aligning the axle;
<b>1.6</b>	The fitting of non-standard additional seat stays support is Permitted;
<b>1.7</b>	The base gasket must be a type and fitted in such a way (adhesive on not more than one site) that it will not become damaged upon removal and re-fitment of the cylinder during scrutinizing /eligibility checks;
<b>1.8</b>	In the event that damage does occur and, upon re-fitment of the cylinder using the damage gasket, the combustion chamber volume is found to be less than the permitted minimum, the competitor will automatically be excluded and all the points up to that point will be forfeited.
<b>NMT 2.</b>	<b><u>Safety and General</u></b>
<b>2.1</b>	Seat Belts must be a minimum three point and mounted on the Chassis no loose end close to the chassis;
<b>2.2</b>	All Competitors must be equipped with:
<b>2.2.1</b>	Neck Braces
<b>2.2.2</b>	Karting Overhauls
<b>2.2.3</b>	Racing Shoes or closed sneakers

2.2.4	Only full face helmets are permitted. All helmets will be in a good condition, the only helmet that will be approved has to bear the SABS or of a higher standard and a type that is suitable for highway usage; No pushing up of sleeves whilst racing Fire Retardant Gloves are Compulsory. Open Finger type are not Permitted
2.2.5	
2.2.6	
<b>NMT 3</b>	<b><u>Numbers</u></b>
3.1	Must be on the outside of both wing endplates and must measure 300 in height using a bold number in black on a white background with no shading or 3D effect.
3.2	Number dimensions, designs and sizes on the bib, tail cone and side plates are free.
<b>NMT 4.</b>	<b><u>Roll Cage and Body kit:</u></b>
4.1	The roll cage must be made out of a minimum of 19 x 2mm tubular mild steel.
4.2	Body kit consist out of the following:
4.2.1	1 x PVC original karting nose cone – please note that the “long track” nose cone is permitted. Nose cone must remain as per manufacturers spec. A skid plate manufactured from plastic with a rounded leading edge may be fitted below this nose cone and may not protrude forward more than 50mm when measured from the nose cone at any point.
4.2.2	1 x rear tail cone as per SDB design. This cone may only be modified to accommodate the exhaust exit and mounting points and may have no additional open holes. Grid type structures to fill the holes are not permitted. 2 x side bumper / side pods may be fibre glass 1 x front bib as per SDB design. This bib may be cut to accommodate the steering wheel allowing sufficient clearance for the competitors hands. No other open holes are permitted. Grid type structures to fill the holes are not permitted.
4.2.3	Cockpit side panels are permitted and may be manufactured from Aluminium or fibre glass. These panels must be affixed to the roll cage by means of T30 cable ties or quick remove clips provided the clip base is attached to the rollcage using purpose applied tags and not by drilling into and thereby weakening the rollcage. These cockpit sides must allow for peripheral vision level to the rear point of the helmet visor of the competitor seated in the cockpit in normal race conditions.
4.2.4	Window Nets to be affixed to both open sides of the cockpit. Net to be secured using T30 cable ties that can be ripped off on case of an accident.
4.2.5	Clearance of at least 75 mm between the top of the child’s helmet and the top of the roll cage (not the wing) in the normal sitting position is required.
4.2.6	<b><u>Competitors will be excluded immediately should any body part become partially detached or fall off completely without a discussion to determine the merits of such</u></b>
<b>NMT 5.</b>	<b><u>Wings:</u></b>
5.1	Wings are compulsory and are not adjustable. Maximum wing sizes are 650mm width x 620mm length. Minimum wing sizes are 550mm width x 520mm length. Maximum wing endplate sizes are 470mm height x 650mm length. Minimum wing endplate sizes are 320mm height x 550mm length. Wing and endplate designs within these parameters are free. Staggered height endplates are permitted.
<b>NMT 6.</b>	<b><u>Brakes:</u></b>
6.1	Must be effective and operated by foot pedal mechanically on both wheels simultaneously.
6.2	Only 60 cc Brakes may be used.
6.3	Original kart hydraulic brake systems are permitted.
<b>NMT 7.</b>	<b><u>Steering:</u></b>
7.1	Must be controlled by a steering wheel, which must have a completely closed circular shape;
7.2	

	All parts of the steering must have a method of attachments offering maximum safety (split pins; self-locking nuts or bolts);
<b>NMT 8.</b>	<b>Engine and Transmissions:</b>
<b>8.1</b>	As per the Comer Specifications – attached;
<b>8.2</b>	Only a W60 or S60 Comer engine will be permitted;
<b>8.3</b>	The drive of the transmission shall always be to the rear wheels;
<b>8.4</b>	The Maxterino engines may be raced as a club class and must be scored on their own;
<b>8.5</b>	All Maxterino engines MX 60 and Comer engines must have a registered serial number seal;
<b>8.6</b>	Both the Comer and the Maxterino engines must be sealed through two-cylinder head nuts by a recognised engine builder;
<b>8.7</b>	Competitors may only use a maximum of two engines at National Championship events. Both engines must be registered before the event with the TC and both engines will face a technical check regardless of whether they were both used or not;
	<b>MAXTERINO ENGINES WILL BE AN ALTERNATE ENGINE FOR THE 2020 SEASON AND NATIONAL CHAMPIONSHIP SUBJECT TO RESTRICTIONS TO BE ADVISED;</b>
<b>NMT 9.</b>	<b>Exhausts:</b>
<b>9.1</b>	Must be the standard W60 exhaust and MX-60 Standard when Maxterino engine been used.
<b>NMT 10.</b>	<b>Carburettors:</b>
<b>10.1</b>	Only the Tillitson HL166B and the Tryton carburettors will be permitted not exceeding 18mm ID at the throat of the unit;
<b>10.2</b>	The Tryton carburettor venturi must have the standard factory cast finish (not polished) and flashing trimmed to size by the factory;
<b>10.3</b>	Fuel orifice size – standard
<b>10.4</b>	Idle – 0.70mm max
<b>NMT 11.</b>	<b>Sprockets:</b>
<b>11.1</b>	<b>W60:</b>
<b>11.1.1</b>	Front: 12
<b>11.1.2</b>	Rear: 88 or 89 or 90
<b>11.2</b>	<b>S60:</b>
<b>11.2.1</b>	Front: 12
<b>11.2.2</b>	Rear: 74
<b>11.2.3</b>	Maxterino MX-60: (Subject to change by Technical Representative) Front: 11 Rear: 82
<b>NMT 12.</b>	<b>Seat:</b>
<b>12.1</b>	The seat must be rigidly located on the chassis, it must be so designed as that the driver is securely located to resist movement when cornering or braking;
<b>12.2</b>	Seat to be modified to support drivers Head;
<b>NMT 13.</b>	<b>Chain guard:</b>
<b>13.1</b>	A chain guard is compulsory and must efficiently cover the engine sprocket and axle sprocket down a line at least level with the centre of both front and rear sprocket.
<b>NMT 14.</b>	<b>Pedals:</b>
<b>14.1</b>	The pedals may not protrude forward of the front bumper;

<p><b>NMT 15.</b>  <b>15.1</b>  <b>15.2</b>  <b>15.3</b>    <b>15.4</b>  <b>15.5</b></p>	<p><b><u>Fuel and Oil:</u></b>  The only fuel permitted to be used is commercially available pump fuel (highest 95 UPL)  The addition of any additive other than 2-stroke lubrication oil to either the fuel or air is prohibited;  Drivers need to declare fuel mix and present one <b><u>sealed</u></b> bottle of such when requested should control fuel be implemented;  Motul Kart is the only accepted oil at National Championship events;  Mix volume 20 parts petrol to 1 part oil;</p>
<p><b>NMT 16</b>  <b>16.1</b>  <b>16.2</b>  <b>16.2.1</b>  <b>16.2.2</b>  <b>16.3</b>  <b>16.3.1</b>  <b>16.3.2</b>  <b>16.3.3</b>  <b>16.4</b></p>	<p><b><u>Tyres:</u></b>  Make – open. Limited to one race set and one spare for front and one for rear.  <b>Size:</b>  Front – 10 x 4.00, 4.50 or 5.00  Rear – 11 x 5.00  Wet weather tyres are permitted if racing in rain or wet track;  This may only happen when the Clerk of the Course declares a wet race;  A 15 minute time frame for this procedure will be given;  Officials will not be subject to pressure to cancel rain races;  Races will continue with Competitors who comply with wet tyres provided the circuit does not have puddles of standing water that could cause aquaplaning;</p>
<p><b>NMT 17</b>  <b>17.1</b></p>	<p><b><u>Titanium:</u></b>  The use of titanium for any parts of a kart is forbidden;</p>
<p><b>NMT 8</b>  <b>18.1</b>  <b>18.2</b>    <b>18.3</b>  <b>18.4</b>  <b>18.5</b>  <b>18.6</b>  <b>18.7</b>  <b>18.8</b>  <b>18.9</b>  <b>18.10</b></p>	<p><b><u>Additional rules:</u></b>  Repairs and postponements – only the C.O.C can decide on time of postponements of any race and time of any repairs;  <b>Parents/Mechanics/Mentors are advised that the Competitor they support may be warned, lose points or be excluded for the behaviour of the Parents/Mechanics or Mentors.</b>    <b><u>ONLY 1 PERSON PER COMPETITOR MAY BE ON THE INFIELD. A Competitor could be excluded for additional persons on the infield.</u></b>  Each person must wear a reflective vest and the following code of conduct applies;  <b>No secret hand signals to competitors may be made;</b>  <b>A kart may not leave the track and receive a ‘quick tune up’ before rejoining the race - this is considered outside help and is prohibited;</b>  <b>Only a marshal may remove a damaged part for the competitor to continue;</b>  <b>No verbal or physical altercations are permitted. the associated competitors will be excluded or banned for these actions;</b>  <b>You may not admonish a competitor who may have been involved in an incident with the competitor that you support <u>at any stage</u> - this is the duty of the officials;</b>  <b>No persons will be permitted in the infield at national championship events without exception.</b></p>