



ROK CUP SINGAPORE 2022

SPORTING REGULATIONS

Version **3**

(updated 2nd June 2022)



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1. SPECIFIC INFORMATION

- a. Status: The event is of a National status.
- b. Authorizing ASN: The event is sanctioned by Motor Sports Singapore, the ASN of Singapore.
- c. The final text of these Sporting Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- d. Dates and Venues:

Round 1	
Venue	KF1 Karting Circuit, 1 Turf Club Avenue, Singapore 738078
Circuit Details Circuit Orientation	Approximately 960m in length, 7-8m wide Clockwise
Practice, Scrutineering Race Day	Saturday (June 4th 2022 9am to 9pm) Sunday (June 5th 2022 9am to 9pm)
Round 2	
Venue	KF1 Karting Circuit, 1 Turf Club Avenue, Singapore 738078
Circuit Details Circuit Orientation	Approximately 960m in length, 7-8m wide Clockwise
Practice, Scrutineering Race Day	Saturday (16th July 2022 9am to 9pm) Sunday (17th July 2022 9am to 9pm)
Round 3	
Venue	KF1 Karting Circuit, 1 Turf Club Avenue, Singapore 738078
Circuit Details Circuit Orientation	Approximately 960m in length, 7-8m wide Clockwise
Practice, Scrutineering Race Day	Saturday (20th Aug 2022 9am to 9pm) Sunday (21st Aug 2022 9am to 9pm)
Round 4	
Venue	KF1 Karting Circuit, 1 Turf Club Avenue, Singapore 738078
Circuit Details Circuit Orientation	Approximately 960m in length, 7-8m wide Anti-Clockwise
Practice, Scrutineering Race Day	Saturday (15th October 2022 9am to 9pm) Sunday (16th October 2022 9am to 9pm)
Round 5	
Venue	KF1 Karting Circuit, 1 Turf Club Avenue, Singapore 738078
Circuit Details Circuit Orientation	Approximately 960m in length, 7-8m wide Anti-Clockwise
Practice, Scrutineering Race Day	Saturday (12th Nov 2022 9am to 9pm) Sunday (13th Nov 2022 9am to 9pm)



2. ORGANISATION

- a. The Event shall be run in accordance with these Sporting Regulations, the Technical Regulations, Supplementary Regulations, and Additional Supplementary Regulations of the Event, FIA International Sporting Code (the «Code»), and its appendices, FIA and CIK-FIA official Bulletins, CIK-FIA Karting Technical Regulations and General Prescriptions applicable to CIK-FIA Karting International Events.

3. GENERAL UNDERTAKING

- a. All Drivers, Entrants and Officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the FIA International Sporting Code («the Code»), the ROK cup Technical Regulations («the Technical Regulations»), the General Prescriptions («the General Prescriptions»), National Sporting Regulations and these Sporting Regulations.
- b. The right to associate the name of a company, or a commercial make to the Event is exclusively reserved for the Organiser.
- c. Only the Organiser is entitled to grant waivers to these Sporting Regulations.
- d. The Organiser reserves the right to refuse entries without giving a reason for the decision.

4. GENERAL CONDITIONS

- a. It is the Entrant's responsibility to ensure that every person concerned by his entry observes all the provisions of the Code, the Technical Regulations, Sporting and Supplementary Regulations. If an Entrant is unavailable to be present in person at the Event, he must nominate his representative in writing. The person having charge of an entered kart during any part of an Event is responsible jointly and severally with the Entrant for ensuring that the provisions are observed.
- b. Entrants, assistants and guests must at all times, wear the appropriate identification credentials handed to them in accordance with the sporting regulations.
- c. Entrants must report to the Organiser's Office immediately upon arrival to be identified and to receive the passes.
- d. All karts must display the official race numbers beginning from the first Free Practice session and do so in compliance with Article 2.24 of the CIK FIA Technical Regulations.
- e. Any use of any motorised vehicles such as scooters, hover boards etc within the Paddock or pitlane is strictly forbidden. Violators face risk of exclusion.
- f. Refueling is only allowed in the allocated paddock space.
- g. Non-MSS Drivers are required to obtain a letter of no objection from their licensing ASNs. Only original documents are accepted and must be presented during Drivers' Sign-in.

5. RESERVATION OF RIGHTS

- a. The Organisers may at their discretion and with the consent of the Steward(s) of the Event:
 - i. Abandon, cancel or postpone the event due to unforeseen circumstances.
 - ii. Distribute the awards at their discretion if, through unforeseen

circumstances, the competition is stopped before its scheduled completion.

- iii. Exclude or not permit to start any competitor who is found to have misbehaved or have cheated.
- iv. Require the entrant to undertake any dismantling and to do this as and when directed, to make available any components or samples required and to bear any costs arising out of any eligibility checks.
- v. In the event of complete cancellation or postponement of more than 48 hours, the entry fees will be refunded and no further claims against the Organisers for loss or expenses incurred shall be entertained.
- vi. To amalgamate classes should the minimum of 8 entries not be achieved.

6. OFFICIALS

- a. The following Official will be appointed by the MSS for each event and their names reflected in the supplementary regulations.
 - 1 to 3 National Stewards
 - Race Director
 - Clerk of the Course
 - Chief Scrutineer
 - Secretary of the Event
- b. The Race Director, Clerk of the Course, Chief Scrutineer, Chief Timekeeper and the Steward(s) must be present at the Event at least one hour before the closing of the Sporting Checks. The Clerk of the Course must stay at Race Control and be in contact with all Marshals' posts whenever karts are allowed to drive on the track. The Steward(s), the Race Director, the Clerk of the Course and the Chief Scrutineer must be in permanent radio contact at all times in the circuit.

7. ROK CUP – PRINCIPLE AND RUNNING

- a. Rok Cup Singapore 2022 shall consist of 5 rounds held on different dates.
- b. Each round will be run over 2 days as follows:
 - Free Practice (Day 1)
 - Warm Up (Day 2)
 - Qualifying (Day 2)
 - Heats (Day 2)
 - Pre-Finals (Day 2)
 - Final (Day 2)
- c. All Drivers must pass the sporting checks and have correct numbers and names displayed on the karts before taking part in any segment of the event.
- d. Free Practice
 - i. A transponder is mandatory beginning from the 2nd session of Free Practice on Saturday until the end of the Finals. It must be fixed at the lower back part of the kart seat.
 - ii. Free Practice sessions are held before Race Day. Each category will be assigned Free Practice sessions according to the Event Schedules. And track fees payable to the venue for Free Practice are not included in the Entry Fee.

- e. Warm Up
 - i. Transponders must be mounted onto the back of the kart seat as stated in the Technical Regulations.
- f. Qualifying
 - i. Drivers from each class are allowed to enter the Qualifying session only after they have passed Scrutineering.
 - ii. Only tyres assigned to each class by the Organiser and having passed Scrutineering are allowed.
 - iii. Each lap is timed and the fastest individual lap time during the session will determine the starting grid in the Heats. Any ties will be decided by the Drivers' second-best time and so on.
 - iv. If a driver stops in the Repair Area or Servicing Park during the Qualifying session, the stop will be definitive. The Driver will not be allowed to re-join the Qualifying session.
 - v. The only exception to this is in the event of a transponder malfunction. In this case, the Driver may be allowed to return to the Pit Lane for the sole purpose of rectifying or replacing said transponder. The Driver may then exit the Pit Lane following instruction from Officials and Marshals. No time extension will be given for the session.
 - vi. If a Driver's transponder malfunctions and no time is recorded, and after gaining consent from the Steward(s), the driver may start the Heat at the back of the grid, in the order of their fastest individual lap times achieved during Free Practice.
 - vii. Drivers are to report to the weigh bridge for checking of weight immediately after they finish Qualifying or after their early stop as per article 7.e.v, whichever is earlier. Drivers may only leave through the Servicing Park upon completion of weighing in.
 - viii. No mechanic is allowed contact with the kart before weighing in.
- g. Heat
 - i. Starting Grid positions are based on Qualifying time.
 - ii. Upon the lead kart completing the stipulated number of laps (or time), all Drivers behind him are considered to have finished the race upon completion of their current lap, regardless of the number of laps completed by the individual.
 - iii. Classification of the Heat is determined by the number of laps completed. The drivers who have completed the same number of laps will be classified in accordance to the order in which they cross the finish line.
 - iv. The final classification from each Heats shall determine the starting grid position for each Pre-Final.
- h. Pre-Final and Final
 - i. There will be two Races held in the Final phase, named the Pre-Final and Final.
 - ii. For each Pre-Final and Final, upon the lead kart completing the stipulated number of laps (or time), all Drivers behind him are considered to have finished the race upon completion of their current lap, regardless of the number of laps completed by the individual.
 - iii. The final classification from each Pre-Finals shall determine the starting grid position for each Finals.

8. ENTRY AND FEE

a. Entry fees are as follows:

Classes	Entry fee	
Mini ROK	\$450 per round or \$1950 for full season	Own Engine
Junior GP		
Senior GP		
Master GP		
Expert GP		

- b. Entries are accepted on a first come first served basis.
- c. Drivers must be in possession of a valid MSS National Cadet, G, F or E license or any other international license issued by any other ASN approved by the CIK FIA.
- d. Entries are only deemed as confirmed once full payment has been received. The Organiser reserves the right to reject entries at its discretion.
- e. Applications must be submitted by entrants or drivers to the office of the Organiser through Facebook at "Rok Cup Singapore".
- f. Entry fee includes access to the track on Race Day (Sunday) only.
- g. Track fees will be payable to the track for Free Practice from Monday to Saturday.
- h. No entry fee will be reimbursed after the closing date for entries.

9. CLASSES

Class	Engine		Allowed License	Min. Weight	Max/Min Entries
Mini ROK	Vortex Mini ROK	7 9 years old (as of 1 st January of racing year) – 13 years old (as of day of race event)	- National Cadet - National G - International G	110kg	30/8
Junior GP	Vortex ROK GP w/ Junior Restricted Exhaust Manifold	11 (12 years old as of racing year) – 15 years old (as of day of race event)	- National E/F/G - International E/F/G	145kg	30/8
Senior GP	Vortex ROK GP	From 13 years old (14 years old as of racing year)	- National E/F - International E/F	160kg	30/8
Master GP	Vortex ROK GP	30 years old and above	- National E - International E	170kg	30/8
Expert GP	Vortex ROK GP	45 years old and above	- National E - International E	170kg	30/8

10. TOTAL LAPS/DURATION

CLASS	WARM-UP	QUALIFYING	HEAT	PRE-FINAL	FINAL
MINI ROK	10 mins	8 mins	12 laps	14 laps	16 laps
JUNIOR GP	10 mins	8 mins	12 laps	16 laps	18 laps
MASTER GP	10 mins	8 mins	12 laps	16 laps	18 laps
EXPERT GP	10 mins	8 mins	12 laps	16 laps	18 laps
SENIOR GP	10 mins	8 mins	12 laps	18 laps	20 laps

11. RACING NUMBERS AND DRIVER NAME

- a. Racing numbers must be in compliance with the provisions of Article 2.24 of the CIK Technical Regulations.
- b. Display of drivers' name and nationality is optional. Should any driver choose to display their name and nationality, the flag of the Driver's nationality must be that of the nationality of their license.
- c. Competition numbers should be in Black with Yellow Background for all classes and the allocation of the Kart number shall be as follows:

Mini ROK	1 to 99
Junior GP	100 to 199
Senior GP	200 to 299
Master GP	300 to 399
Expert GP	400 to 499

- d. All competition numbers are to be prominently displayed at the front, back, left and right of the kart at all times. Replacement numbers can be purchased at SGD 1.00 per digit from the Promoters.
- e. Karts not in conformity with article 11.a, 11.b, 11.c and 11.d may not be allowed to participate in the ROK Cup.

12. INDIVIDUAL ROUND CLASSIFICATION

- a. The final classification of each Round will be based on the Driver's position in the Finals.

13. DID NOT FINISH ("DNF")

- a. For each Pre-Final and Final, the following cases will be classified as Did Not Finish (DNF) and no points will be awarded for drivers:
 - i. Not passing the chequered flag.
 - ii. Completing less than 75% of the Race Distance
- b. E.g. Full points will be awarded when drivers pass the chequered flag with 75% and above of the Race Distance completed.

14. OVERALL CHAMPIONSHIP CLASSIFICATION

- a. Points from the Heats, Pre-Finals and Finals of each Round shall count towards the overall championship standings.

- b. Drivers shall be awarded points for every Heats, Pre-Finals and Finals in accordance to their final finishing results as follows:

POSITION	POINTS AWARDED		
	HEAT	PRE-FINAL	FINALS
1 st	60	120	180
2 nd	50	100	150
3 rd	42	84	126
4 th	36	72	108
5 th	31	62	93
6 th	27	54	81
7 th	24	48	72
8 th	22	44	66
9 th	20	40	60
10 th	19	38	57
11 th	18	36	54
12 th	17	34	51
13 th	16	32	48
14 th	15	30	45
15 th	14	28	42
16 th	13	26	39
17 th	12	24	36
18 th	11	22	33
19 th	10	20	30
20 th	9	18	27
21 st	8	16	24
22 nd	7	14	21
23 rd	6	12	18
24 th	5	10	15
25 th	4	8	12
26 th	3	6	9
27 th	2	4	6
28 th	1	2	3
29 th	0	0	0

- c. The total of the Heats, Pre-Finals and Finals results from all Rounds shall be computed cumulatively for the final overall classification of the Championship. All drivers shall be awarded Championship Points. The driver with the highest number of points accumulated from Round 1 to 5 shall be crowned the Overall Champion.
- d. It is mandatory for Drivers to take part in the Heats, Pre-Finals and Finals of the same Round to be included in the final classification of that Round. Otherwise, the driver will be required to seek consent from the Steward(s) and all other drivers in the same category should he wish to participate further.
- e. In case of Heats, Pre-Finals or Finals cancellation due to “Force Majeure”, no points will be given for that particular Heat, Pre-Final or Final.
- f. In the event of exclusion from the event through scrutineering or judicial action, no points will be given.



- g. Possible ties in championship points shall be determined by the highest finishing position in Round 5's Final.

15. TEAM CHAMPIONSHIP CLASSIFICATION

- a. Team Championship points will only be accumulated in the **FINAL** of each round in the following categories:
- MINI Rok - Team's top 2 finishers
 - JUNIOR GP - Team's top 2 finishers
 - SENIOR GP - Team's top 2 finishers
 - Master GP - Team's top 2 finishers
 - EXPERT GP - Team's top 2 finishers

*Only Team's Top Driver's points will be taken if there are **less than 6 drivers** in any of the classes.

16. PRIZES AND AWARDS

Prizes for Overall Driver Championship

Mini Rok	Trophies for Top 5 Overall Winners
Junior GP	Trophies for Top 5 Overall Winners
Senior GP	Trophies for Top 5 Overall Winners
Master GP	Trophies for Top 5 Overall Winners
Expert GP	Trophies for Top 5 Overall Winners

Prizes for Overall Team Championship

Overall Champion	T.B.C.
2 nd Place	T.B.C.
3 rd Place	T.B.C.
4 th Place	T.B.C.
5 th Place	T.B.C.

Bonus Prizes

BEST LAP	Trophies will be awarded to fastest lap driver in each class. The fastest lap timings will only be considered from the PRE-FINAL and FINAL.
CADET 9 (MINI ROK)	Only eligible to MINI Rok drivers who are <u>below 10 years of age (9yo and below)</u> as of the race day. Award is based on results in the FINAL of each round only.

17. ENGINE COLLECTION

- a. For each round, drivers will be issued one Engine and the accessories as follows:

Category	Engine	Accessories
Mini ROK	Vortex Mini ROK	- Exhaust System - Wiring Harness - Carburettor
Junior GP	Vortex GP ROK with Junior Exhaust Restrictor	- Exhaust System - Wiring Harness - Carburettor - Radiator
Senior GP	Vortex GP ROK	- Exhaust System - Wiring Harness - Carburettor - Radiator

- b. No other parts will be provided by the Organiser in any manner.
- c. Running-in of the issued Engines from Monday onwards before the race weekend is allowed.
- d. Only the Driver to which the Engine is issued may use the Engine and it's provided accessories, and solely for the purpose of his/her participation in the Event.
- e. The driver may choose to exchange the issued Engine for another one from the Organiser, at a fee of \$250 (Mini ROK)/ S\$450 (Others) per exchange. Engine swap is only allowed if the scrutineer assess that it is impractical for the damaged / ceased engine to be repaired in time. The replacement engine must undergo and pass scrutineering in order to continue the race, and a 'Engine Replacement Form' must also be filled up.
- f. The issued Engine and accessories must be returned to the Organiser in good order and condition after the Race on Sunday. Any loss or damage to the Engine and accessories shall be borne by the Team / Driver.
- g. The Engine and accessories drawn by the Driver in his/her first round will be tagged to him/her team for the rest of the season.

18. SPORTING CHECKS AND SCRUTINEERING

- a. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Sporting Regulations of the Event, each Driver and each Entrant must have all required documents and information available.
- b. The Race Director, Clerk of the Course may ask a Driver to undergo a medical examination at any time during an Event.
- c. No kart may participate in an Event unless the Scrutineers have checked and passed it.
- d. At any time during an Event, the Scrutineers may:
- i. Check the eligibility of the kart or of the Driver's equipment,
 - ii. Require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied,
 - iii. Require an Entrant to supply them with such parts or samples as they may deem necessary.
- e. Any kart which, after being passed by the Scrutineers, is dismantled, modified or mended in a way that might affect its safety or call into question its eligibility, or which is

involved in an accident with similar consequences, must be re-presented for Scrutineering approval.

- f. Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- g. Strictly no engine rebuilds or engine change is allowed after going through scrutineering unless given approval from the Organisers and scrutineers for the following case only: Engine Seizure
- h. The Scrutineers may withdraw 1 litre of petrol at random from any competitor and at any time during the event to be analysed for any infringements.

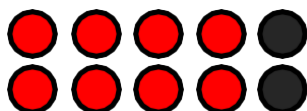
19. STARTING GRID

- a. Refer to article 2.19 of the CIK-FIA General Prescriptions, with the additions below:
 - i. The pole position Driver of each grid will have the choice of the starting side (left or right side of the grid), giving advice to the Clerk of the Course as soon as he reaches the Pre-Grid. This choice will only modify the first row. All other odd numbers will form up on the right side of the grid if the race is run clockwise and on the left side of the grid if the race is run counter-clockwise.
 - ii. Access to the grid will end five minutes before the time scheduled for the start of the Final. Any kart which has not taken its position on the grid at that moment shall no longer be allowed to do so, except under exceptional circumstances left to the appreciation of the Steward(s). All further work and/ or adjustment (with exception of tyre pressures) to the kart are strictly forbidden. Once on the pre-grid, karts are prohibited from returning to the Servicing Park, except under exceptional circumstances left to the appreciation of the Clerk of the Course. The Mechanics will have to clear the Pre-Grid before the time scheduled for the start of the formation lap. If a driver is unable to start from the Pre-Grid after the display of the green flag and if he/she requests the intervention of a marshal, he/she shall be authorised to leave the Pre-Grid only on the orders of a Marshal and he/she shall take the start of the race from the back of the formation, irrespective of the number of formation laps.

20. STARTING PROCEDURE

- a. A Rolling Start will be used for the Heat, Pre-Final and Final.
- b. The race will be started by means of lights, or by a green flag (if lights fail) as follows
 - a) End of Formation Lap / Approach to Race Start

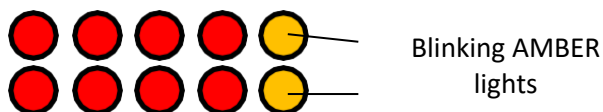
By Lights: 8 Stationary RED Lights displayed



By Flag: No Flag shown

Drivers are required to approach the Start Line at 30km/h minimum and 50km/h maximum and wait for the signal to start or go for another formation lap.

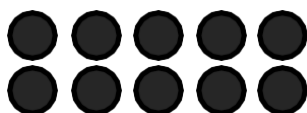
- b) Unsatisfactory Formation/ Additional formation lap
By Lights: 8 Stationary RED Lights + 2 Blinking AMBER displayed



By Flags: Yellow Flags displayed.

Karters are required to go for another formation lap.

- c) Successful Start
By Lights: All lights OFF



By Flags: No Flag shown

Race has started.

- d) Failure of Start Lights

Condition 1: If the start lights fail during the formation lap, flags shall be used to start the formation lap.

Condition 2: If the start lights fail during the race start (i.e. no orange light is displayed or red lights do not switch on or off), the start shall be aborted with a full course yellow and no penalty will be given to the field.

- e) Abort Start

The start of the race may be aborted, and additional formation lap may be given due to these following exceptional cases:

- When part of the field is not released in a timely manner in the event of congestion in the pit lane due to stalled karts.
- An accident occurs during the warm up lap or formation lap.
- Failure of start lights.

*No penalty will be issued for these exceptional cases

- f) With reference to Article 2.20a of the CIK-FIA General Prescriptions:
- i. At the end of the Formation Lap, Drivers will proceed at a reduced speed of 30kph minimum to 50kph maximum towards the Starting Line, lined up in two lines of karts. Each line shall remain within the lanes marked on the track.
 - ii. A Driver crossing the lane is liable to be sanctioned by the Steward(s), on the basis of a time penalty of 3 seconds for partly (2 wheels) crossing the lanes and of 10 seconds for completely (4 wheels) crossing the lanes prior to the start signal being given.
 - iii. Drivers speeding during the approach to the start line is liable to a sanction imposed by the Steward(s), on the basis of a time penalty of 1 second per extra km/h, with a maximum time penalty of 10 seconds.
 - iv. When the karts approach the start line, the red lights will be on. Karts must maintain their position until the start signal is given. A reasonable distance must be kept between karts in the same line. Bumping will be reported to the Steward(s).
 - v. If the Race Director or Clerk of the Course is satisfied with the formation, him/her, or their Deputy, will give the start by switching off the red lights. If he/she is not satisfied with the procedure, he/she shall switch on the orange light or display the "EXTRA FORMATION LAP" boards, which means that another Formation Lap must be covered.
 - vi. If a Driver is unable to start, he/she must remain in his kart and notify the marshals by raising his arm. In this case, an additional Formation Lap may be granted, any Drivers who are able to restart by their own means will not be authorized to regain their original position in the formation and will take the start from the back of it. No other Drivers will be allowed to occupy the place which has been vacant.
 - vii. During the Formation Lap(s), practice start simulations are strictly forbidden.
- g) Should it be necessary to interrupt the start procedure, the Clerk of the Course or his/her designate will order a waved red flag to be displayed at all marshal posts indicating to the Drivers they must return to the grid and cut their engines.
- h) In the case of repeated incidents during the Formation Lap(s), the Race Director or Clerk of the Course, acting as a Judge of Fact, may stop the starting procedure by means of red flags and red lights and inform the Steward(s), who will be entitled to inflict on the offending Drivers a penalty according to Article 2.24 of the CIK-FIA General Prescriptions. A new starting procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as that of the initial procedure. All the Drivers present in the starting area or in the repair area before the procedure was stopped will be allowed to take the start of the new Formation Lap.
- i) The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of the Supplementary Regulations relating to the starting procedures may entail the exclusion of the Driver concerned from the Event. The stewards' decision in this regard will be final and no protests will be allowed.

21. SUSPENDING A RACE OR PRACTICE

- a. Should it be necessary to suspend the Race or practice due to an accident or any other conditions, making it unsafe to continue, the Race Director or Clerk of the Course shall Red Flag the session.
- b. As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location. Hence, no mechanics are allowed on track at all times.
- c. If the Red Flag is issued by the Race Director or Clerk of the Course:

During Practice and Qualifying:

All karts shall immediately reduce speed to 50km/h max and go back slowly to the Pit Lane, and all karts abandoned on the track shall be removed. The session may resume or end based on the discretion of the Race Director or Clerk of the Course.

During Race (Less than 2 laps):

- All karts shall immediately reduce speed to 50km/h, REMAIN ON THE TRACK and return to form up on the grid. Only under unforeseen circumstance, karts may be directed back to the pit lane indicated by a directional arrow sign shown at the pit entry.
- No one, aside from the driver and marshals are allowed to touch the karts.
- The starting grid position shall remain the same of the original race; unoccupied places on the grid shall remain vacant.
- Karts unable to make it back to the grid or pit lane under its own power shall not be permitted to restart. Only in the Pit Lane, under the supervision of the Chief Scrutineer, is 1 mechanic allowed to work on the kart (with the exception that 2 mechanics are allowed for Mini Rok Class).
- Karts that are in the pit lane during the red flag shall only be allowed to resume from the pit lane.
- Karts starting from the pit lane will only be released after the field has passed the pit exit after the start signal has been given.
- If the Race can be resumed, a new start will be given within 30 minutes from the time of the red flag.
- The length of the new race will be of the full original race distance, unless specified based on the Race Director or Clerk of the Course's decision after consultation with the Steward(s).
- The original start will be deemed null and void.

During Race (More than 2 laps but less than 75% of the Race distance):

- All karts shall immediately reduce speed to 50km/h, REMAIN ON THE TRACK and return to form up on the grid. Only under unforeseen circumstance, karts will be directed back to the pit lane indicated by a directional arrow sign shown at the pit entry.
- No one, aside from the driver and marshals are allowed to touch the karts.
- The starting grid position shall be based on the order of the Drivers crossing the Finish Line the lap before the race was stopped.
- Karts unable to make it back to the grid or pit lane under its own power will not be permitted to the restart. Only in the Pit Lane, under the supervision of the Chief Scrutineer, is 1 mechanic allowed to work on the kart (with the exception that 2 mechanics are allowed

for Mini Rok Class).

- Karts that are the pit lane during the red flag shall only be allowed to resume from the pit lane.
- Karts starting from the pit lane will only be released after the field has passed the pit exit after the start signal has been given.
- If the Race can be resumed, a new start will be given within 30 minutes from the time of the red flag.
- The race will be resumed with the remaining amount of laps, unless specified based on the Race Director or Clerk of the Course's decision after consultation with the Steward(s).

During Race (75% or more of the Race distance):

- The karts shall be sent directly to the Parc Fermé and the Race will be deemed to have finished when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped.
- Full points will be awarded.

22. RESUMING A RACE

- a. Refer to article 2.22 of the CIK-FIA General Prescriptions.

23. FINISH

- a. Refer to article 2.23 of the CIK-FIA General Prescriptions.

24. INCIDENTS

- a. Refer to article 2.24 of the CIK-FIA General Prescriptions.

25. GENERAL SAFETY

- a. Refer to article 2.14 of the CIK-FIA General Prescriptions.
- b. All drivers must at all times observe the speed limit imposed by the Organiser.
- c. Paddock and Pit Lane speed limit is 20km/h, any deviation will be reported to the Steward(s).

26. KART SAFETY

- a. Refer to article 3.1 of the CIK-FIA Technical Regulations.

27. DRIVER'S SAFETY

- a. Refer to article 3.2 of the CIK-FIA Technical Regulations.

28. BRIEFING

- a. Refer to article 2.18 of the CIK-FIA Technical Regulations.
- b. The reporting time of the Driver's Briefing will be stated in the Official Program. No announcement will be made, and it is the onus of the Drivers and Entrant to be punctual.
- c. The briefing and signing of an attendance list are mandatory for all Drivers and Entrant.
- d. The presence of all Drivers and Entrants is mandatory throughout the Briefing under pain of a sanction, possible exclusion from the Competition, and/or a fine to be paid to the ASN sanctioning the Event.

- e. A further Drivers Briefing may also be organized if deemed necessary under the discretion of the Race Director or Clerk of the Course. It is the Drivers and Entrants duty to enquire about any further Driver's Briefing.

29. CODE OF CONDUCT WHILE DRIVING

a. Observance of Signals

The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations (part II) are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.

b. Overtaking

- i. During a race, a kart alone on the track may use the full width of the track. However, as soon as it is caught up by a kart which is about to lap it, the Driver must allow the faster driver pass at the first possible opportunity.
- ii. If the Driver who has been caught does not seem to notice that another driver wants to overtake him, the flag marshal(s) may give a warning by waving the blue flag to indicate that another Competitor wants to overtake.
- iii. Any Driver who does not take notice of three consecutive blue flags shall be penalised by the Steward(s). Systematic or repeated offences may result in the exclusion of the Driver from the race.
- iv. Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track.
- v. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalised, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.
- vi. Any obstructive manoeuvre carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorised only if there is not another kart trying to overtake. Otherwise, the blue flag will be waved.
- vii. The penalty inflicted for ignoring the blue flag will also be applied to Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who swing from one side of the track to the other in order to prevent other Competitors from overtaking.
- viii. The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.
- ix. Contacts or collisions (during the race, deceleration lap included) intentional or not will be reported to the Steward(s). Sanctions may be imposed on a Driver who pushes another.

30. CREW CONDUCT

- a. The onus of responsibilities for the conduct of the service crews will, at all times, be on the Entrant.
- b. Any misbehaviour on the part of any service crews will not be tolerated and the Driver shall be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from Officials of the Event.
- c. No service crew is permitted on the circuit at any time without the express permission of the Race Director or Clerk of the Course. Once the warm-up lap has commenced, all service crew must return to the Pits or Paddock.
- d. Smoking in the Pit and Paddock is strictly forbidden. Anyone caught smoking in the Pit and Paddock will be imposed with a S\$500 fine to be paid to the ASN sanctioning the event.
- e. The Organiser reserves the right to refuse entry for any member of a Pit Crew into the circuit, Pits and Paddock and all areas under its jurisdiction without assigning a reason. Failure to comply with such a request will render the driver liable to exclusion from the event.
- f. The drinking of ANY alcoholic beverages or intoxication by any other means (e.g. narcotics) is absolutely forbidden and any driver and crew found guilty of such offence will be immediately excluded from the competition and removed from the track. The Organiser or Steward(s) reserves the right to conduct doping tests as per CIK medical guidelines.
- g. As a condition of participation in any MSS championship, Teams may be required to undergo doping control tests. Teams participating in any championship should be aware that the use of certain drugs, medication, and method of treatment for an illness or injury may be banned in sport. To ensure that the drug, medication or methods of treatment are permitted in sport, please check with the Singapore Sports Council's Sports Medicine Division at Tel: 65005450 / 65005465 or visit www.antidoping.org.sg or www.wada-ama.org for more information.
- h. Only marshals are permitted into the Race Control Tower, the Stewards' room and the Timing Room and its immediate vicinity including level 1.

31. PROTEST AND APPEALS

- a. The right to protest lies only with the Entrants. They must be presented in writing to the Race Director or Clerk of the Course or to their deputy within 10 minutes after the posting of the results of the Qualifying Practice, and within 30 minutes after the posting of the classification of the races of the final phase. Protests shall be accompanied by a SGD500.00 protest fee.

Protest against Eligibility	- S\$500.00 - S\$250.00 (Deposit for Dismantling)
Appeal Fee	- S\$2,000.00

- b. In the absence of the Race Director or Clerk of the Course or their deputy, they shall be addressed to the Steward(s) of the Event.
- c. The deposit will be refunded if the protest is judged founded.
- d. In the event of incidents or protest, the event organizer shall proceed with the prize giving based on the provisional results. This is to ensure that the Steward panel is not time pressured in their deliberations and decisions.

32. PENALTIES AND FINES

The following list of penalties are not exhaustive and the Steward(s) of the Event may impose alternative or additional penalties, taking into consideration the severity of the infringement.

Infringement	Suggested Penalties		
Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations	Exclusion		
Speeding in pit lane between 21 – 30 km/h	Fine		
Speeding in pit lane between 31 – 35 km/h	Fine and grid penalty		
Speeding in pit lane above 35 km/h	Fine and grid penalty and/or exclusion		
Unnecessarily overtake another kart during the formation laps	10 sec time penalty		
False or Jump start	10 sec time penalty		
Any team members, other than the driver, coming onto the track during the event	Fine and/or exclusion		
Failure to obey flag signals	10 sec time penalty/ Fine/ Disqualification/ Exclusion		
Abuse or intimidation	Fine and/or exclusion		
Alcohol/Drugs – consumption	Fine and/or exclusion		
Failure to attend Driver's Briefing in full	Fine of \$200		
Causing a collision/ Contact with another kart/ Unsporting Behaviour	Time Penalty/ Exclusion/ Fine/ Disqualification		
If the incident was caused during a Qualifying/ Practice session	Cancellation of the three fastest times which he/she achieved in the session concerned		
Partial crossing of the tramlines during a Formation Lap	3 sec time penalty		
Complete crossing of the tramlines during a Formation lap	10 sec time penalty		
Front fairing found to be in incorrect position at the end of the Qualifying and Race or as of the Driver's Early Stop, whichever occurs sooner	Qualifying	Heat	Pre-Final / Final
	Cancellation of Driver's fastest 2 laps achieved	Mini ROK: 3 sec time penalty All other classes: 5 sec time penalty	Mini ROK: 5 sec time penalty All other classes: Minimum 5 sec time penalty (may be increased at the Steward(s) discretion)
Intentional adjustment of an incorrectly positioned front fairing at any time after the start, except in the repair area.	Exclusion from the Race		