



**SINGAPORE
2015**

ROK CUP SINGAPORE 2015 SPORTING REGULATIONS

KF1 KARTING
CIRCUIT



ORGANISER : KF1 KARTING CIRCUIT
NAME OF EVENT : STC ROK CUP SINGAPORE 2015
TYPE OF EVENT : ROK Cup Singapore to be held over 4 rounds in 2015.
STATUS : **Cup Race**
VENUE : **KF1 Karting Circuit**
1 Turf Club Ave, Singapore 738078

1. DATES

Rounds 1 – 25th April 2015
Rounds 2 – 30th May 2015
Rounds 3 – 27th June 2015
Rounds 4 – 11th Jul 2015

For Round 1 - 4 (Friday: Scrutineering day. Saturday: Race day)

2. REGULATIONS

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.

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 Event is governed by the International Sporting Code, the 2015 FIA-CIK Regulations and these Sporting Regulations and Technical Regulations.
- c) The right to associate the name of a company, or a commercial make to the Event is exclusively reserved for the Organiser.
- d) Only the organiser is entitled to grant waivers to these Sporting Regulations.
- e) 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 must ensure that their karts comply with the conditions of conformity and safety throughout the Event.
- c) The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity.
- d) Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials, which will be handed to them.

5. ROK Cup: PRINCIPLE AND RUNNING

- a) The **ROK Cup** may be conducted over several events at tracks to be designated by the Organizer.
- b) Each Event will have the status of a **ROK Cup Championship**.
- c) Each Event will comprise a race in the final phase named «Final». The distance of the Final, from the starting signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the max distances of 12km for Cadet, 18km for Junior and Masters Plus, 20km for Senior and Masters (*distances to be confirmed*). The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The Line consists of a single line across the track. The final classification of the Event will be the classification of the Final.
- d) The Event may be cancelled or merged with another event if the karts of fewer than SIX Drivers have passed Scrutineering. If no alternative formula may be found, KF1 will study any palliative solution.

6. CLASSIFICATION

- a) The classification of each Event will be that of the Final.
- b) The title of **Champion of ROK Cup Singapore 2015** of each Category will be awarded to the Driver who has scored the greatest number of points at the end of all rounds.
- c) If the Final is stopped under Article 2.21 of the CIK 2014 General Prescriptions and cannot be restarted, and if less than 2 laps have been completed, no points will be awarded. If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled race distance have been covered.

7. OFFICIALS

- a) The following Official will be appointed by the SMSA and their names will be reflected in the supplementary regulations.
- 1 National Steward
- b) The following Officials will be appointed by the SMSA Volunteers & Officials Commission (VOC) for each Event and their names will be reflected in the supplementary regulations
- a Clerk of the Course – TBA
 - a Deputy Clerk of the Course / Chief of Communications – TBA
 - a Chief Scrutineer – TBA
 - a Secretary of the Event – TBA
 - a Chief Timekeeper – TBA
- c) The Clerk of the Course, the Chief Scrutineer, the Chief Timekeeper and the Steward 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, the Clerk of the Course and the Chief Scrutineer must be in permanent radio contact at all times in the circuit.

8. TRACK INFORMATION

Venue : KF1 Karting Circuit
Length of Circuit : Approx. 960 meters
Width of track : 7-8 meters
Direction : Round 1 & 2 – Anti-Clockwise
Round 3 & 4 - Clockwise
Pole Position : Right side of the grid

9. ENTRANTS APPLICATIONS

- a) For MINI ROK and JUNIOR ROK, they must be in possession of a SMSA National regular and valid license or any other international license issued by any other ASN approved by the CIK FIA.
- b) For KF1 ROK, SENIOR ROK DVS, ELITE 30DVS and ELITE 40DVS, they must be in possession of a SMSA National regular, international B or C license and valid license or any other international license issued by any other ASN approved by the CIK FIA.
- c) Applications to participate in the Event must be submitted by the Entrants to the Organisers at the latest 30 DAYS prior to the event by means of the entry form supplied and must be accompanied by the entry fees to the order of the Organizer.
- d) All candidatures will be studied by the ROK Cup Organisers, which will publish the list of karts and Drivers accepted, with their racing numbers, at the latest 10 DAYS after the closing date of entries.

e) Applications shall include:

- i. confirmation that the applicant has read and understood the Code, the CIK General Prescriptions, the Appendices, the Technical Regulations and these Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Event, and to respect them;
- ii. the name of the Driver;
- iii. The limit of the number of entries per event / category will be 20 entries.

10. ELIGIBLE DRIVERS

International drivers' participation – The final classification for the event shall include International drivers and they are entitled to podium awards meant for the particular round if they win the race. However, championship points shall be awarded to drivers in order of highest placed SMSA licence holders only. Singapore nationals (based on the passport of the driver) who are holding a licence issued by another ASN may be allowed to take part in the championship with that licence and shall be entitled to championship points as per article 111 of the International Sporting Code.

11. CLASSES:

- | | |
|-------------------|--|
| A) Mini ROK | - Drivers who are between 9 to 13 years of age as of the calendar year 2015. Minimum weight of 110kg. |
| B) Junior ROK | - Drivers who are between 12 to 16 years of age as of the calendar year 2015. Minimum weight of 145kg. |
| C) KF1 ROK | - Drivers who are 16 years of age or over as of the calendar year 2015. Minimum weight of 155kg. |
| D) Senior ROK DVS | - Drivers who are between 16 to 30 years of age as of the calendar year 2015. Minimum weight of 158kg. |
| E) Elite 30 DVS | - Drivers who are 30 years of age or over as of the calendar year 2015. Minimum weight of 165kg. |
| F) Elite 40 DVS | - Drivers who are 40 years of age or over as of the calendar year 2015. Minimum weight of 168kg. |

For the avoidance of doubt, the calculation of age will be based on the formula below:

Age = 2015 – YEAR OF BIRTH

12. ELIGIBLE KARTS AND EQUIPMENT

- a) The Event is reserved for CIK Homologated karts, as defined by the ROK Cup Technical Regulations.
- b) The Entrant must enter the same chassis, engines and tyres combination for the Event. No change of combination shall be accepted after the entry list has been made official by the organiser.
- c) *Each Driver will be submit to Scrutineering the following equipment:*
- d) (***“SEE TECHNICAL REGULATIONS” FOR CLASSES & EQUIPMENT***)
Note: Chain & Sprocket cover is mandatory for all classes. It is compulsory and must efficiently cover the sprocket and the crown-wheel down to the centre of the crown-wheel axis. In addition, it must incorporate efficient side protection.
- e) **Note: The tyres and fuel stored in the Servicing Park cannot be used in the Warm-ups.**
- f) **Change of equipment:**
 - i. Changing engines, chassis, the chassis/engine unit and tyres between the various Drivers is forbidden.
 - ii. No change of the chassis, of the engine or of the chassis/engine unit may be carried out during the starting procedure or between the start and finish of the Qualifying Practice and

Final offenders will be excluded from that race.

12.1) A competitor may introduce a second chassis provided he is able to meet the following:

1. **The chassis presented at scrutineering was damaged as a result of an accident.**
2. **The steward of the meeting have authorized the change based on the concurrence of all the competitors of the affected class.**

13. DISTRIBUTION OF TYRES AND LIMITATION OF TYRES DURING THE EVENT

- a) The official tyre make for the Championship is **Bridgestone (KF1)**. The compounds and sizes for the respective classes shall be indicated in the Technical Regulations. The official tyre distributor will bring the tyres to the service park for distribution to the entrants.
- b) Tyres will be distributed in the Servicing Park, in exchange for a VOUCHER purchased from the official tyre distributor. The distribution of tyres will take place before Qualifying Practice (Time Trials). Once the tyres have been allocated by random draw, they will be fitted on rims and the Driver's number will be marked on them by the Service Park staff.
- c) Tyres stocked in the Service Park may only be used for Qualifying Practice and Final.

NOTE: Where entrants have wet tyres (unused) from a previous round, they can have these added to the wet tyre allocation in the Service Park. This MUST be done at the same time as the Tyre Distributor is stocking his/her tyres. If they are already on rims they will be marked with the driver's number.

13(d) TYRE TAMPERING

It is not permissible to: tamper with any tyre, to alter the hardness or composition of the rubber or to change the construction of the tyre carcass by any means except through normal karting use. Specifically the application of any substances including tyre treatment / tyre softener is strictly prohibited. The use of heating sources, including heat guns or lamps, is also prohibited.

14. FUEL REGULATIONS

- a) In the event where there are space constraints in a venue and a Service Park cannot be established, fuel shall be provided by the individual entrants from commercial available pumps.
- b) No additives will be allowed.
- c) The Scrutineers/ Steward reserve the right to take a fuel sample at any time..
- d) Any competitor found to be using illegal fuel would be disqualified from the event.

15. EACH DRIVER MUST HAVE THEIR OWN RESPECTIVE FUEL CAN CLEARLY MARKED OUT WITH THEIR RESPECTIVE NUMBERS IMPOUNDED AT THE PARC FERME AREA FOR FUEL.

- a) Before Qualifying Practice, the Driver receives his fuel in the Servicing Park and loads it in his fuel tank – equipped with quick fixations. After each Qualifying Practice, the Driver may refill his fuel tank at the finish in the Servicing Park; he then hands over his tank - equipped with quick fixations - in the Servicing Park. The whole proceeding described in this paragraph must be carried out within the Servicing Park.
- b) The fuel and the tank shall not leave the Servicing Park.
- c) The lubricant for the 2-stroke fuel mixture is published in the list of lubricants approved by the CIK-FIA. The lubricant can (or the box) must be full, closed and capped when it is taken to the Servicing Park.

16. RACING NUMBERS AND NAME OF THE DRIVER

- a) Racing numbers shall comply with the provisions of Article 2.24 of the CIK Technical Regulations.
- b) The flag of the Driver's nationality must be that of the nationality of his license.
- c) **COMPETITION NUMBERS**
Competition numbers **should be in Black with Yellow Background for all classes and the allocation of the Kart number shall be as follow:-**
 - Mini ROK - 1 - 99
 - Junior ROK - 100 - 199
 - KF1 ROK - 200 - 299
 - Senior ROK DVS - 300 - 399
 - Elite 30 DVS - 400 - 499
 - Elite 40 DVS - 500 - 599
- e) 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 2.00 per digit from the Promoters.

17. 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) Unless a waiver is granted by the Steward in particular circumstances, Drivers and Entrant do not keep to the time limits imposed will not be allowed to take part in the Event.

- c) An Entrant, a Driver or any other person concerned by a kart may not be required to sign a discharge or any other document which has not previously been approved by the Organisers.
- d) The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during an Event.
- e) No kart may participate in an Event unless the Scrutineers have checked it.
- f) 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.
- g) 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.
- h) The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
- i) Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Entrants.
- j) The Steward will publish the findings of the Scrutineers concerning every karts controlled and will place them at the disposal of other Entrants on request. These findings will not include any specific figures except concerning fuel tests.
- k) Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- l) At the Sporting Checks, each Driver will receive a «Technical Passport». All details relating to the full equipment must be entered on this form before submission to Scrutineering. An incomplete «Technical Passport» will be rejected.
- m) Racing numbers and advertising signs shall be on the kart when the equipment is submitted to Scrutineering. This will include stickers provided by the organiser reflecting the names and/or logos of official sponsors of the event.
- n) A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.
- o) For the Mini-Rok Category, it is compulsory for drivers to be equipped with neck brace and chest guard. These equipment must be presented for inspection during sporting checks and scrutineering. Drivers without these safety protection equipment will not be permitted to participate

- p) The scrutineers may withdraw 1 litre of petrol at random from 3 finishers to be analyzed for any infringements.
- q) Engine bolt - all entrants should have a hole drill for sealing on the head and one on the crankcase.
- r) Cooling system – Should tape (PVC) be used to cover the kart radiator, the tape must be looped around the front and back of the radiator. Driver is not allowed to remove the tape after exit from the pitlane.

18. At the Event, the event Organizer and the Steward will control all licences.

19. At Scrutineering during the Event, the chassis and the main engine parts (1/2 crankcases and cylinder) will be marked.

20. BRIEFING

- a) Definition: The Entrants' and Drivers' Briefing is a meeting organised by the Clerk of the Course for all Entrants and Drivers entered in the Event.
- b) Aim of the Briefing: to remind Entrants and Drivers of the specific points of the Sporting and Supplementary Regulations concerning the organisation of the Event; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.
- c) The time of the Briefing will be mentioned in the programme of the Event. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. The meeting shall always be held before Qualifying Practice.
Extra meetings may be organised if deemed necessary.
- d) The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the Event. Two Attendance Sheets shall be signed, one by Drivers and the other by Entrants.
- e) Before they can be allowed to continue the meeting, a mandatory fine of **SGD 200**, which must be paid to the ASN, via the Steward, will be inflicted on any Entrant and Driver who do not attend the Briefing.

21. GENERAL SAFETY

- a) It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.
- b) During non-Qualifying Practice, Qualifying Practice, and the races of the final phase, Drivers may use the track only and must at all times observe the dispositions of the Code relating to driving on circuits.

- c) During non-Qualifying Practice, Qualifying Practice, and the races of the final phase, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the Marshals' duty to help him; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying Practice or the race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of non-Qualifying Practice, Qualifying Practice, or the race(s) of the final phase.
- d) Drivers that drive into pit lane without any official instruction will be considered as retired from the PRE - FINAL / FINAL or the end of his/her QUALIFYING sessions. This regulation does not apply to PRACTICE sessions.
- e) In the case of a Practice session run over two parts separated by an interval, all karts abandoned on the circuit during the first part must be taken back to the Servicing Park during the interval and may participate in the second part of Practice.
- f) Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the Sporting Regulations or during the Briefing.
- g) If refueling is authorised, it may be carried out only in an area provided for this purpose.
- h) Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver and Marshals are authorised to touch a stopped kart unless it is in the Repairs Area.
- i) When the track is closed by the Race Control during and after Practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» Servicing Park or at the Parc Fermé, no one is allowed to accede to the track, with the exception of Marshals carrying out their duties and of Drivers when they are driving.
- j) During Qualifying Practice, and the race(s) of the final phase, the kart may be restarted only by the Driver himself, except if he restarts from the Repairs Area. The Driver may not receive any outside help on the track during the running of an Event, except in the Repairs Area, which he may reach only by his own means.
- k) A speed limit of 20kmh will be imposed in the pit lane and in the Repairs Area during Practice and the Formation Laps. Any Driver breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
- l) If a Driver is faced with mechanical problems during Practice, or the Race(s) of the final phase, he must evacuate the track as soon as possible for safety reasons.
- m) If a Driver is involved in a collision, he must not leave the circuit without the Steward's agreement.
- n) No Driver may leave the Repairs Area without having been invited to do so by Marshals.
- o) Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.

- p) Any Driver who intends to leave the track, to return to the Servicing Park or to stop in the Repairs Area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- q) During the Event and at the order of the Clerk of the Course, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the Repairs Area and remedy the breach before entering the track.
- r) When they participate in non-Qualifying or Qualifying Practice, or the Races of the final phase, Drivers must at all times wear the full equipment defined under Article 3 of the CIK Technical Regulations.
- s) It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock, Pit Lane and Service Area.
- t) The Organiser undertakes to have on the track all safety devices provided for meetings in Appendix 2 to the International Karting Regulations, from the beginning of Free Practice until the end of the Event.
- u) In the case of a «wet race», the choice of tyres will be left to the appreciation of the Drivers, the Clerk of the Course reserving the right to use the black flag if he deems that a Driver's kart is fitted with the wrong set of tyres and that the Driver is too slow and dangerous for other Drivers.
- v) **When a driver arrives at any place on the track where a waved Yellow flag is shown, he must reduce his speed and hold position. OVERTAKING IS STRICTLY FORBIDDEN until the incident is passed and next designated flag point waves a green flag to resume racing. A waved yellow flag means EXTREME CAUTION. It is the Steward's prerogative to impose any punitive measure on any driver that violates this provision**

21.1 Maximum Width – DRY RACE - The maximum width of the rear track is 140cm

21.2 Minimum Width – Wet Race – The outer edge of rear wheels must not be narrower than the imaginary line between the Rear outer edge of the side pods and widest part of the rear protection bumper.

21.2.1 The minimum rear track width for a WET RACE is 1340mm. Please see Technical Drawings CIK Regulations #2B and #2C.

21.2.2 Please remember, the minimum width is 1340mm, but if you happen to have a rear bumper that is only 1320mm you cannot move your wheels into this measurement.

21.2.3 If you are unfortunate to have a rear bumper which is 1360mm, then this is your minimum width.

21.3 RADIATORS - It is forbidden to mask the radiator with any form of mask that can be detached while the kart is in motion. This includes adhesive tape. REF : CIK Technical Regulations article 2.16.4

21.4 FOOTWEAR - The wearing of OPEN FOOTWEAR BY ANY TEAM PERSONNEL IS NOT PERMITTED IN THE SERVICE PARKS & GRID AREAS AT ANYTIME. Footwear must be of the enclosed type, heel to toe.

21.5 Persons wearing inappropriate footwear in the Service Parks and Grid areas at anytime will be penalised. The Entrant/Competitor may be fined S\$100.

The following drawings are an example what is acceptable and what is not.



22. NUMBER OF KARTS ALLOWED ON THE TRACK (Depending on track)

The maximum number of karts allowed on the track is limited to 20 for final phase races, 20 for Qualifying Practice, 20 for Free Practice.

23. QUALIFYING PRACTICE

Drivers who have passed Scrutineering are divided into equal series, if necessary, by drawing lots in the presence of at least one Steward. **10 minute sessions per series are provided for.** Each series will comprise a maximum number of 18 Drivers. During each session, Drivers will take the start when they choose. Any driver having crossed the line drawn at the exit of the start area will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap

fully covered is counted. The time retained is that of the best lap covered during the two sessions. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.

- a) Any Driver having crossed the line drawn at the exit of the start area will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the start area. Any lap fully covered is counted. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she will not be allowed to restart.
- b) The time retained is that of the best lap covered during the two sessions. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties. The final classification of Qualifying Practice will be drawn up as follows:

- i. If there is only one series: the grid will be drawn up in the order of the fastest time achieved by each Driver.

24. Total Laps/Duration:

Class	Practice	Qualifying	Pre Final	Final
Mini Rok	8min	10min	10 laps	12 laps
Junior Rok	8min	10min	12 laps	16 laps
KF1 Rok	8min	10min	12 laps	16 laps
Senior Rok	8min	10min	16 laps	20 laps
Elite 30 DVS	8min	10min	16 laps	18 laps
Elite 40 DVS	8min	10min	16 laps	18 laps

25. RUNNING OF THE EVENT

The race will take place over a ONE day period.

26. PRACTICE

- i. The discipline applied in the Servicing Parks and on the track as well as the safety measures will be the same for all practice sessions as those applied for the race(s) of the final phase.
- ii. No driver may take the Start of a Race without having participated in at least one free Practice session. In participating, drivers must clock at least one timed lap in the free Practice session.
- iii. The Clerk of the Course may interrupt Practice as often and for as long as he deems it necessary for the clearance of the track or the removal of a kart. Further, if, in the Steward's opinion, the stop is deliberately caused by a Driver, the times he has achieved in that session may be cancelled and he may be refused the authorisation to participate in any other Practice session. In the case of non-Qualifying Practice only, the Clerk of the Course, with the Steward's agreement, may decide not to resume the Practice session after such an interruption.
- iv. Should one or several Practice sessions be interrupted in such manner, no protest relating to the possible effects of this interruption on the qualification of Drivers would be accepted.
- v. Every lap completed during the Qualifying Practice sessions will be timed to determine the position of Drivers at the start. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she will not be allowed to start again.

27. Practice: The programme of the Event must provide for Practice for the category. It is reserved for Drivers who have passed the Sporting Checks and Scrutineering.

28. STARTING GRID

- a) At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grid will be officially published.
- b) Only these Drivers will be allowed to take the start of the final phase.
- c) Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Secretary of the Event as soon as he has the opportunity.
- d) Access to the grid will end five minutes before the time scheduled for the start of the race. 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.

Based on CIK-FIA GENERAL PRESCRIPTIONS **Article 2.19 - Starting grid**

D. The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the Qualifying Practice session(s). Should one or several Drivers achieve the same time, the tie will be settled on the basis of their second best time, and so on.

E. The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course as soon as he reaches the Assembly Area. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the Race from the grid position designated in the Supplementary Regulations of the Competition or if it is a new circuit, on that which was designated as such by the CIK -FIA.

F.ii). In the categories where engines are equipped with an on-board starter, the Mechanics will have to clear the Assembly Area three minutes before the time scheduled for the start of the Race. If a Driver is unable to start from the Assembly Area after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorized to leave the Assembly Area only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

g. Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.

8) "30-second" signal: 30 seconds after this signal, the green flag will be shown at the front of the grid to indicate that the karts must begin a Formation Lap, keeping to the order of the starting grid and in conformity with the CIK-FIA General Prescriptions.

9) Should a Driver require assistance after the "30-second" signal, he or she must indicate this to the Marshals and, once the other karts have left the grid, it will be pushed to the Assembly Area, and the Mechanic may work on the kart. In this case, Marshals with yellow flags will stand beside the kart (or karts) concerned to warn the drivers on the Formation Lap.

Marshals will be instructed to push any kart remaining on the grid after the start of the Formation Lap to the Assembly Area immediately. If a Driver starts from the Assembly Area after the intervention of a Mechanic, he will be authorized to do so only on the orders of a Marshal, and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

29. STARTING PROCEDURE

- a) The start signal shall be given by means of lights.
- b) The type of start will be «rolling», the grid being constituted of two lines of karts.
- c) To give the start, the Clerk of the Course *or his designated representative/Starter* shall be placed on a platform located at least 5 metres from the trackside and behind a permanent protecting barrier.
- d) The race shall start as soon as the Red starting lights are turned off.
- e) As soon as the Clerk of the Course/Starter indicates with the green flag that the karts may take the start, the Drivers are *under* the orders of the Clerk of the Course/Starter and may no longer receive any outside help. Any Driver who has not placed himself at the orders of the Clerk of the Course/Starter in time, with his kart in working order, will be allowed to leave the Assembly Area only at the orders of the Clerk of the Course or of the Officer-in-charge of the Assembly Area.
- f) Karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Steward (10 seconds or exclusion).
- g) If a Driver stops for any reason during the Formation Lap, he will not be allowed to try and start again before he has been passed by the whole field. He shall then start from the back of the formation. Should he try to start ahead of the field in the hope that the leading Drivers overtake him, he would be shown the black flag and be excluded from that race.
- h) A Driver who is delayed (as opposed to one who has stopped) will have the possibility of regaining his grid position only if this maneuver does not impede other Drivers and in all cases before having reached the Red Line which will be materialised on the track and indicated by the Clerk of the Course at the Briefing.
- i) If he considers that a Driver has been immobilised as a result of another Driver's mistake, the Clerk of the Course may stop the Formation Lap and start again the Starting Procedure on the basis of the original grid or allow the impeded Driver to regain his position.
- j) The Clerk of the Course will give the start as soon as he is satisfied with the formation.
- k) In the case of repeated false starts or of incidents during the Formation Lap(s), the Clerk of the Course, acting as a Judge of Fact, may stop the starting procedure by means of the red flag and inform the Steward, who will be entitled to inflict on the offending Drivers a penalty according to

Article 2.24 of the General Prescriptions of the CIK regulations. A new *starting* procedure will begin either immediately or within 30 minutes, according to the circumstances. The starting grid will be the same as for 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.

- l) Any kart that attempts to jump the start or delay it shall be given a 10 second penalty, which will be added to the total time of the kart for the particular session.
- m) 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.

Based on CIK-FIA GENERAL PRESCRIPTIONS
Article 2.20a - Starting procedure

F. The number of Formation Laps shall be indicated at the Briefing.

G. In order to regain one's position, it is forbidden to use any course other than the track used during the race.

30. Rolling starts: At the end of the Formation Lap, Drivers will proceed forward at a reduced speed towards the Starting Line, lined up in two lanes of karts. When the karts approach, the red lights will be on. No kart may accelerate or overtake before the red lights have been switched off. If he is satisfied with the formation, the Clerk of the Course/*Starter* will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

31. The Steward may use any video or electronic system likely to help them to take a decision. The Steward's decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the kart and of the Driver concerned from the Event.

32. STOPPING THE RACE

- a) Should it become necessary to stop the Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course shall order a red flag to be shown on the Line
- b) Simultaneously, red flags will be shown at Marshals' posts provided with these flags. The decision to stop the race or practice may be taken only by the Clerk of the Course (or, if he had to leave, by his deputy).
- c) If the signal to stop racing is given:
 - i. during Practice, Qualifying, Final 1 and Final 2: all karts shall immediately reduce speed and go back slowly to the «Finish» Servicing Park, and all karts abandoned on the track shall be removed;
 - ii. karts or rescue vehicles may be on the track,

- iii. the circuit may be totally blocked because of an accident,
 - iv. the weather conditions may have made it impossible to drive at high speed on the circuit.
- d) The classification of the Final will be the classification at the end of the lap prior to that during which the signal to stop was given.
- e) The procedure to be followed varies according to the number of laps completed by the leader before the signal to stop was given:
- i. less than 75% of the distance scheduled for the Final (rounded up to the nearest higher whole number of laps). If the Final can be restarted, Case A or Case B under Article 33 (RESTARTING THE RACE) of these Sporting Regulations will apply;
 - ii. 75% or more of the distance scheduled for the Final (rounded up to the nearest higher whole number of laps). The karts will be directly led to the Parc Fermé, and the Final will be considered as having stopped when the leading kart crossed the Line at the end of the lap prior to that during which the signal to stop was given;
 - iii. during a Race of the final phase, all karts must immediately reduce speed and go to the entrance to the «Finish» Servicing Park, considering that:
 - iv. the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given,
 - v. karts or rescue vehicles may be on the track,
 - vi. the circuit may be totally blocked because of an accident,
 - vii. the weather conditions may have made it impossible to drive on the circuit at racing speed.
- f) The points to be awarded vary according to the number of laps completed by the Race leader before the signal to stop the Race was given:
- i. Case A: less than 2 laps. No points will be awarded.
 - ii. Case B: more than 2 laps but less than 75% of the distance scheduled for the Race (rounded up to the nearest whole number of laps). Half the points will be awarded.
 - iii. Case C: 75% or more of the Race distance (rounded up to the nearest whole higher number of laps). 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.

33. RESTARTING THE RACE

- a) Case A: If less than 2 laps have been covered, a new start will be given within 30 minutes after presentation of the red flag. The length of the new race will be the full original race distance. The original start will be deemed null and void. The starting grid will be the same as for the original

race. Those Drivers having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart, either in their original kart or in their reserve kart. Unoccupied places on the grid shall remain vacant.

- b) Under the conditions of Case A, working on karts will be allowed only in the Servicing Park; it will even also be allowed to introduce spare equipment (only the equipment identified in the case of chassis and/or engines) in the Servicing Park. Refueling will be allowed.
- c) Case B: If more than 2 laps but less than 75% of the total distance have been covered, it will be a 2 part race. The start of the 2nd part will be given within 30 minutes after presentation of the red flag. The length of the 2nd part of the race will be equal to the difference between the scheduled number of laps and the number of laps covered in the first part. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Repairs Area (except in a final phase Race) when the red flag was shown will be allowed to take the new start, either in their original kart, or with a reserve kart. The first kart and the reserve kart are allowed in the Servicing Park.
- d) Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped. The new grid will be formed in a single file. The result of a race which has been stopped and restarted is the addition of the times of the stopped race and those of the race held after the restart.

34. FINISH

- a) The signal indicating the end of the race shall be given on the Line as soon as the leading kart has covered either the full race distance or the greatest distance during the time scheduled for the race.
- b) Should, for any reason other than Stopping the Race, the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the signal indicating the end of the race be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.
- c) After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, without stopping and without any help (except that of marshals if necessary). Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
- d) For a finish to be considered valid, a Driver must have crossed the Finish Line on the kart's own power, whilst seated at the wheel of his kart.
- e) **Dead Heat –**
 - i. ***In case of a Dead Heat, the Electronic timing system shall be used as the basis for determining the finishing position.***

- ii. ***In the event that the Electronic timing system fails then the Clerk of the Course or a pre appointed Finish line Judge shall act as a judge of fact.***

**35. Based on CIK-FIA GENERAL REGULATIONS
Article 2.13 - PARC FERMÉ**

- a) Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.
- b) As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
- c) The Parc Fermé shall be large and protected enough to ensure that no unauthorised person may have access to it.

**Based on CIK-FIA KARTING DEFINITIONS AND CLASSIFICATION
Article 1 – Definitions**

2.1 «Start» Servicing Park

Area between the Paddock and the Assembly Area with limited access where the Driver and only one of his Mechanics may proceed, before Qualifying Practice, and the races of the final phase.

2.2 «Finish» Servicing Park

Area between the track and the Paddock with limited access where the Driver and only one of his Mechanics proceed, after Qualifying Practice, and the races of the final phase.

2.3 Assembly Area («Pre-Grid»)

The area between the «Start» Servicing Park and the track. The area/walkway to the Starting Line. The Starting Straight Line.

- 36.** Any footage from non-official sources will not allowed as evidence in the event of protests and/or appeals. Any competitor and/or team member found posting such footage in a public domain and soliciting opinions and comments in a manner considered to be detrimental to either the officials, organizer, promoter or ASN shall face disciplinary action. The Steward may use any Video or Electronic systems to assist them in reaching a decision.
- 37.** Repair Area - The repair area is on the Green Zone on the outer right hand side of the pit lane.
- 38.** Track Closure - After the track inspection by the Steward and COC, no one except officials and marshals shall be allowed on the track at all times **including lunch time.**

- 39.** Only mechanics (2 mechanics for cadet, 1 for all others) with the correct coloured wristband, correct coloured vest and covered shoes are allowed into the pitlane during races.
- 40.** In the event of a contradiction between respective CIK-FIA regulations and local event regulations, the local event regulations shall stand.

41. FINAL CLASSIFICATION

The final classification shall be the classification of Drivers in the Final.

42. INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

All classifications and results of practice, and the race(s) of the final phase, as well as any decisions of the Officials of the Event will be posted on the official notice board.

43. INCIDENTS

- a) An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Steward by the Clerk of the Course or noted by the Steward and reported to the Clerk of the Course for investigation), who:
- i. provoked the stopping of a Race in application of Article 142 of the Code;
 - ii. violated these Sporting Regulations or the Code;
 - iii. had jumped the start;
 - iv. had not respected flag signaling;
 - v. had caused one or several karts to take a false start;
 - vi. had caused a collision;
 - vii. had forced another Driver out of the track;
 - viii. had illegally prevented a legitimate passing maneuver by a Driver;
 - ix. had illegally impeded another Driver during a passing maneuver.
- b) It will be the responsibility of the Steward to decide, further to a report or a request from the Clerk of the Course, if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Steward's agreement.
- c) If a Driver is involved in a collision or an Incident, and if he was informed of this by the Steward within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.
- d) The Steward shall inflict a 10-second time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he/she achieved in the session concerned. However, considering its serious nature, the Steward may decide, instead of the 10-second time penalty, of a sanction among those provided for in the penalty scale of Article 153 of the Code.

44. CREW CONDUCT

The onus of responsibilities for the conduct of the service crews will at all times be on the Entrant.

Any misbehavior on the part of any service crews will not be tolerated and the driver will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from Officials of the Meeting. No service crew is permitted on the circuit at any time without the express permission of the Clerk of the Course. Once the warm-up lap has commenced, all service crew must return to the Pits or Paddock. **Smoking in the Pit and Paddock is strictly forbidden.** Anyone caught smoking in the Pit and Paddock will be imposed with a SGD500 fine. 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.

45. 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 RESERVES THE RIGHT TO CONDUCT DOPING TESTS AS PER CIK MEDICAL GUIDELINES.

46. As a condition of participation in any SMSA 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.

47. PROTESTS AND APPEALS

a) The right to protest lies only with Entrants. They must be presented in writing to the Clerk of the Course or to his 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 : SGD500.00 plus
: SGD250.00 deposit for dismantling

Appeal Fee : SGD2,000.00

b) In the absence of the Clerk of the Course or of his deputy, they shall be addressed to the Steward of the Event or to one of them.

d) The deposit will be refunded if the protest is judged founded. It will be possible to appeal against the Steward's judgment, pursuant to Articles 171 to 179 of the Code, in accordance with the provisions laid down in the Code (Chapter XIII).

e) 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.

48. POSTPONEMENT

At the discretion of the Organiser, the meeting or part may be postponed or cancelled. In the event of complete cancellation or postponement of more than 48 hours, entrants will have no right to claim against the Organiser for loss or expenses incurred.

49. ADVERTISING

Advertising is permitted on karts and driver's apparel including helmets and overalls, provided that the placing of such advertisements in no way obscures or affects the legibility of competition numbers. The Organiser reserves the right to remove or obliterate any advertisement that they consider in bad taste or conflicts with any of the race sponsors. **The Organiser will indicate the positioning of sponsors decals and these decals shall not be placed anywhere else.** If this space is not made available, the Organiser reserves the right to remove or obliterate any existing decals in order to attach the decals of the meet sponsors.

The Organiser reserves the right to place sponsor logos measuring a minimum of 30cm by 7cm on the front bumper and both side pods, and 18cm by 8cm on the front nasal panel of all competing karts.

Advertising of any product or company in competition with the Sponsors' product per kart will be permitted subject to the following rejection fees payable to SMSA.

<u>Sponsorship</u>	<u>Full Rejection Per Sponsor</u>
Main Sponsor	SGD 2,000.00
Co Sponsor	SGD 1,200.00

50. FINES

A fine may be inflicted on any Entrant, Driver or Assistant who does not respect the prescriptions of the officials of the Event. A fine may be inflicted by the Steward of the Event. All fines must be paid immediately.

51. PODIUM CEREMONY

Attendance of the podium ceremony is compulsory for the Drivers classified 3rd, 2nd and 1st. They shall mount on the podium one after the other under the instruction of the Master of Ceremony. A fine of SGD500.00 will be imposed for infringement of this regulation.

52. AWARDS

For Each Round: -Trophies will be awarded to the top 3 drivers of each categories, as follows:

Individual Category

- a) 1st placing – Trophy
- b) 2nd placing –Trophy
- c) 3rd placing – Trophy

Eligible Categories: **MINI Rok/ Junior Rok/ KF1 Rok/ Senior DVS/ ELITE 30/ ELITE 40**

Individual points = Qualifying (3pts for pole) + Pre-Final + Final

In the case of same total points, the racer with the better finishing position in the Final will be deemed to be the winning driver.

Team Category

- a) 1st placing – Trophy
- b) 2nd placing –Trophy
- c) 3rd placing – Trophy

Each team accumulates points from individual team drivers' points, across the following categories: **MINI Rok/ Junior Rok / Senior DVS/ ELITE 30/ ELITE 40.**

Only top 2 performing team drivers per session (Qualifying/ Final 1/ Final 2), will contribute to team points.

Team points = Qualifying (3pts for pole) + Pre – Final (Points from top 2 drivers) + Final (Points from top 2 drivers)

In the case of same total team points, the team with the higher total points accumulated in the Final will be deemed to be the winning team.

EXAMPLE:

Team	MINI Rok			JUNIOR Rok			SENIOR DVS			ELITE 30			ELITE 40			Total
	Q	PF	F	Q	PF	F	Q	PF	F	Q	PF	F	Q	PF	F	
XXX	3	25	18	0	18	9	0	10	12	3	25	8	0	15	12	158

All winners must wear their racing suits to the prize giving ceremony.

The overall Champion (based on points) of each category will receive a Championship trophy at the end of the 4 rounds. Prizes will also be awarded to the driver registering the overall fastest lap time and the driver judged to have displayed the best sportsmanship throughout the championship.

Championship Overall : -Trophies will be awarded to the top 5 drivers of each categories, as follows:

Individual Category

- a) 1st placing overall – Trophy
- b) 2nd placing overall –Trophy
- c) 3rd placing overall – Trophy
- d) 4th placing overall – Trophy
- e) 5th placing overall – Trophy

Team Category

- a) 1st placing overall – Trophy
- b) 2nd placing overall –Trophy
- c) 3rd placing overall – Trophy
- d) 4th placing overall – Trophy
- e) 5th placing overall – Trophy

53. PENALTIES : UPDATE ON ARTICLE NUMBERS

Infringement	Penalty
Article 54.1: Illegal modifications, tampering of engine/chassis, failure to conform to the Technical Regulations	Exclusion
Article 54.2: Driving at more than 20kmh in the Pit Lane	10 sec time penalty/ Fine/ Disqualification/ Exclusion
Article 54.3: Unnecessarily overtake another kart during the formation laps	10 sec time penalty
Article 54.4: Jump/False start	10 sec time penalty
Article 54.5: Any team members, other than the driver, coming onto the track during the event	Exclusion + Fine
Article 54.6: Failure to obey flag signals	10 sec time penalty/ Fine/ Disqualification/Exclusion
Article 54.7: Abuse or intimidation	Disqualification/Exclusion + Fine
Article 54.8: Alcohol/Drugs – consumption	Disqualification/Exclusion + Fine
Article 54.9: Drivers' Briefing – failure to attend	Fine of S\$200
Article 54.10: Causing a collision/ Contact with another kart	Time Penalty/ Exclusion/ Fine/ Disqualification
Article 54.11:	Cancellation of the three fastest times which

If the incident was caused during a Qualifying/ he/she achieved in the session concerned
Practice session

Please note that the above penalties are not exhaustive. The Steward of the Meeting may impose alternative or additional penalties, depending on the severity of the infringement

54. ENTRY FEES

Entry fees and entries must be paid and sent by the Entrant. The Event Organizer must have received the entries at the latest on the closing date of entries set. **Late entries submitted after the closing date will be charge with an additional SGD 50. No entries or fees payable will be entertained after the Friday preceding the Race weekend**

All cheques/ M.Os,/ Bank Drafts, etc. must be crossed and made payable to:

KF1 Pte Ltd

Please do not send cash in the mail

55. POINTS SYSTEM APPLICABLE TO ROK CUP SINGAPORE 2015 ONLY

ROK CUP Singapore 2015 points below will be garnered every race event (Final 1 / Final 2). The total of all race events will be computed cumulatively. The driver with the highest points after all rounds wins the championships.

Note : All Pole Position In Qualifying will be awarded extra 3 points.

Pos	Round 1 : 25/4		Round 2 : 30/5		Round 3 : 27/6		Round 4 : 11/7	
	Pre-Final	Final	Pre-Final	Final	Pre-Final	Final	Pre-Final	Final
1	20	30	30	40	40	50	50	60
2	18	28	28	38	38	48	48	58
3	16	26	26	36	36	46	46	56
4	12	22	22	32	32	42	42	52
5	10	20	20	30	30	40	40	50
6	8	18	18	28	28	38	38	48
7	5	15	15	25	25	35	35	45
8	4	14	14	24	24	34	34	44
9	3	13	13	23	23	33	33	43
10	2	12	12	22	22	32	32	42

Definition of "No Show": Driver did not take part in the race. Except for technical or/and driver's health issue and subject to Scrutineer or/and Doctor Approval

For a driver to score points that will count towards the championship, he must complete at least 50% of the total number of laps in the Final race and cross the Finish Line on the kart's own power, whilst seated at the wheel of his kart.

57. All entrants should provide their own transponders that can be used at KF1 Karting Circuit for the 2015 championship. Entrants may approach the promoter to acquire their transponders. All transponders are to be mounted at the back of the drivers' seat.

58. RESERVATION OF RIGHTS

The Organisers may at their discretion and with the consent of the Steward of the Meeting

- a) Abandon, cancel or postpone the event due to unforeseen circumstances.
- b) Distribute the awards at their discretion if through unforeseen circumstances the competition is stopped before its scheduled completion.
- c) Exclude or not permit to start any competitor who is found to have misbehaved or have cheated.
- d) 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.
- e) 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.
- f) To amalgamate classes should the minimum of 6 entries are not achieved.

52. FLAG SIGNALS

- A) **GREEN FLAG** – It is used by the Clerk of the Course to indicate the start of a warm-up lap or the start of a practice session.
It may also be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags
- B) **RED FLAG** - This flag must be used at the start line when it has been decided to stop a practice session or a race. It may also be used by the Clerk of the Course or his deputy to close the circuit.
- C) **BLACK & WHITE CHECKERED FLAG** - This flag must be waved. It signifies the end of a practice session or a race.
- D) **BLACK FLAG** - This flag is used to inform the driver concerned that he must stop at the pit or at a place designated in the Sporting Regulations. If a driver fails to comply with for any reason, this flag should not be shown for more than 4 consecutive laps. The decision to show this flag rests solely with the Steward of the meeting. The entrant concerned will be informed of the decision.
- E) **BLACK FLAG with an ORANGE DISK (40 cm diameter)** - This flag should be used to inform the Driver concerned that his kart has mechanical problems likely to endanger himself or others and means that he must stop at the assembly area on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race. If a driver fails to comply with this flag after having been shown to him for 3 consecutive laps, the driver concerned will be shown the BLACK FLAG and will be excluded from the race.
- F) **BLACK & WHITE FLAG divided Diagonally** - This flag should only be shown once and is a warning to the driver concerned that he has been reported for unsportsmanlike behaviour.

G) **YELLOW FLAG** - This is a signal of Danger and should be shown to the drivers in two ways.
– Single waved : reduce your speed, do not overtake and be prepared to change direction.
There is a hazard on the edge or part of the track.

– Double waved : reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partially blocking the track.

Yellow flags should normally be shown only at the marshalls post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

H) **YELLOW FLAG WITH RED STRIPES** - This flag should be shown motionless to inform drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag. This flag should be displayed for at least 4 laps unless the surface returns to normal before hand. However, it is not necessary for marshalls in the sector beyond the place where the flag is being shown to show the green flag.

I) **BLUE FLAG** - This flag should normally be waved as an indication to a driver that he is about to be overtaken.

Note: All other Matters not covered will be brought to the attention of the Organiser.