



ROK CUP MALAYSIA 2019

SPORTING REGULATIONS



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1. DATE AND VENUE

Round 1 ROK CUP MALAYSIA / Round 2 ROK CUP ASIA	
Venue	Sepang International Karting Circuit, Jalan Pekeliling, 64000 KLIA, Selangor, Malaysia
Circuit Details	1.247km in length, 10m wide, 11 Corners
Circuit Orientation	Clockwise
Engine Collection	Starting on Thursday (18 th April 2019)
Practice, Scrutineering	Thursday - Saturday (18 th April – 20 th April 2019)
Race Days	Sunday (21 st April 2019)
Returning Of Engines	Sunday (21 st April 2019)

2. REGULATIONS

- a. 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. 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.

4. 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 2019 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.

5. 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 in compliance with Article 2.24 of the CIK FIA Technical Regulations.
- e. Usage of motorised vehicles such as motorised scooters and hover boards within the Paddock is forbidden. Violators face risk of exclusion.
- f. Refuelling is only allowed in your allocated paddock space

6. OFFICIALS

- a. The following Officials will be appointed by AAM and their names will be reflected in the supplementary regulations.
 - 2 National Stewards
 - 1 International Steward
- b. The following Officials will be appointed by AAM for this Event and their names will be reflected in the supplementary regulations

Clerk of the Course	TBA
Deputy Clerk of the Course / Chief of Communications	TBA
Chief Scrutineer	TBA
Secretary of the Event	TBA
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.



7. RESERVATION OF RIGHTS

- a. The Organisers may at their discretion and with the consent of the Steward of the Meeting,
 - 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 are not achieved.

8. ROK CUP – PRINCIPLE AND RUNNING

- a. Rok Cup Malaysia 2019 will consist of 1 round held on 21st April 2019.
- b. Each round will be run over 2 days as follows:
 - Free Practice (Day 1)
 - Warm Up (Day 2)
 - Qualifying (Day 2)
 - Heat (Day 2)
 - Pre-Final (Day 2)
 - Final (Day 2)
- c. All Drivers must have passed the sporting checks and have numbers and names displayed on their karts before taking part in any segment of the ROK Cup.
- 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 allocated by the organiser assigned to each category and have passed Scrutineering are allowed.
- iii. Each lap is timed and the fastest lap time during the Driver's session will determine his/her starting position in the heats. Any ties will be decided by the 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. He/she 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 will be allowed to return to the Pit Lane for the sole purpose of rectifying or replacing said transponder. The Driver will 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, the driver will start the heats at the back of the grid.
- vii. Drivers are to individually report to the scale 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.
- viii. No mechanic is allowed contact with the kart before weighing in.

g. Heat

- i. Positions are based on Qualifying time.
- ii. Finishing position from Heat will determine starting grid position for Pre-Final.

h. Pre-Final and Final

- i. The chequered flag will be shown to the leading kart when it crosses the finishing line at the end of the lap during which the Race Distance is reached. The finishing line consists of a single line across the track.
- ii. The starting grid position in Pre-Final is determined by the heat results as mentioned in g)ii).
- iii. The finishing order in Pre-Final will determine the starting grid position for the Final.

9. ENTRY AND FEES

a. Entry fees are as follows:

Class	Entry fee per Round	Engine Lease per Round
Mini ROK	\$400SGD / RM\$1,200	\$350 SGD / RM\$1,050
Junior GP & Junior GP Open		\$550 SGD / RM\$1,650
Senior GP & Senior GP Open	\$250SGD / RM\$750 for full season drivers racing in Rok Cup Singapore	\$550 SGD / RM\$1,650
Expert GP (30/40/50)		Own Engine

- b. Entries are taken on a first come first served basis.
- c. Drivers must be in possession of a valid AAM National C 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 the entry form available at www.rokcupsingapore.com
- 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 Thursday to Saturday.
- h. No entry fee will be reimbursed after the closing date for entries.

10. CLASSES

Class	Engine	Age as of end 2019	Allowed License	Min. Weight	Max/ Min Entries
Mini ROK	Vortex Mini ROK	7 to 13 years old	- National D - National C Junior - International C Junior	110kg	25/8
Junior GP / Open	Vortex ROK GP w/ Junior Restricted Exhaust Manifold	11 to 16 years old	- National D - National C Junior - C Restricted - International C Junior - National C Senior* - International C Senior* *up to 16 years old	145kg	25/8
Senior GP/ Open	Vortex ROK GP	14 years old and above	- National C Senior - C Restricted - International C Senior - International B	160kg	25/8
Master GP (30/40/50)	Vortex ROK GP	GP30 – 30 years old and above	- All Senior License	165kg	25/8
		GP40 – 40 years old and above			
		GP50 – 50 years old and above			

*Minimum entries less than 8 and Maximum entries more than 25 at the organiser's discretion

11. TOTAL LAPS/DURATION

CLASS	WARM-UP	QUALIFYING	HEAT	PRE-FINAL	FINAL
MINI ROK	10 mins	10 mins	10 laps	12 laps	14 laps
JUNIOR GP/OPEN	10 mins	10 mins	12 laps	14 laps	16 laps
EXPERT GP 30/40/50	10 mins	10 mins	12 laps	14 laps	16 laps
SENIOR GP/OPEN	10 mins	10 mins	12 laps	16 laps	18 laps

12. RACING NUMBERS AND DRIVER NAME

- Racing numbers shall comply with the provisions of Article 2.24 of the CIK Technical Regulations.
- Display of driver name and nationality is optional. Should the driver choose to display his name and nationality, the flag of the Driver's nationality must be that of the nationality of his license.
- 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 & Junior Open	100 to 199
Senior GP & Senior Open	200 to 299
EXPERT GP 30	300 to 399
EXPERT GP 40	400 to 499
EXPERT GP 50	500 to 599

- 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 \$1.00SGD / RM\$3.00 per digit from the Promoters.
- Karts not in conformity with article 12.a, 12.b, 12.c and 12.d may not be allowed to participate in the ROK Cup.

13. INDIVIDUAL ROUND CLASSIFICATION

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



14. 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:
 - 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.

15. OVERALL CHAMPIONSHIP CLASSIFICATION

- Points from the Heats, Pre-final and Final of each Round count towards the overall championship standings.
- Drivers will be awarded points for every Heat, Pre-Final and Final, according to their finishing positions 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

- The total of Heat, Pre-Final and Final results from all Rounds will be computed cumulatively for the final overall classification of the Event. All drivers will be awarded Championship Points. The driver with the highest number of points accumulated from Round 1 to 5 will be crowned the Overall Champion.



- d. It is mandatory to take part in the Heat, Pre Final and Final of the same Round to be included in the final classification of that Round. Otherwise, the driver will be required to seek consent from 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 Pre-Final or Final.
- f. In the event of exclusion from the event through scrutineering or Juridical Action, no points will be given.
- g. Championship Points Tiebreaker
Possible ties in championship points will be determined by the highest finishing position in Round 6 Final.

16. PRIZES AND AWARDS

Prizes for Overall Driver Championship

Mini Rok	<ul style="list-style-type: none"> ➤ Trophies for Top 5 Overall Winners ➤ International Rok Final 2019 Seat for Top 2 Drivers
Junior GP	<ul style="list-style-type: none"> ➤ Trophies for Top 5 Overall Winners ➤ International Rok Final 2019 Seat for Top Driver
Junior GP Open	<ul style="list-style-type: none"> ➤ Trophies for Top 5 Overall Winners
Senior GP	<ul style="list-style-type: none"> ➤ Trophies for Top 5 Overall Winners ➤ International Rok Final 2019 Seat for Top Driver
Senior GP Open	<ul style="list-style-type: none"> ➤ Trophies for Top 5 Overall Winners
Expert GP	<ul style="list-style-type: none"> ➤ Trophies for Top 5 Overall Winners ➤ International Rok Final 2019 Seat for Top Driver
Expert GP 30	<ul style="list-style-type: none"> ➤ Trophies for Top 5 Overall Winners
Expert GP 40	<ul style="list-style-type: none"> ➤ Trophies for Top 5 Overall Winners
Expert GP 50	<ul style="list-style-type: none"> ➤ Trophies for Top 5 Overall Winners

Bonus Prizes

BEST LAP	<ul style="list-style-type: none"> ➤ 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.
LITTLE ROKKER (MINI ROK)	<ul style="list-style-type: none"> ➤ 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.
NEWBIE (MINI ROK)	<ul style="list-style-type: none"> ➤ Eligible to MINI Rok drivers who are new to racing (first year racing), regardless of age. The Organiser reserves the rights to reject entry to this class. ➤ 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	<ul style="list-style-type: none"> ➤ Exhaust System ➤ Wiring Harness ➤ Carburettor
Junior GP	Vortex GP ROK with Junior Exhaust Restrictor	<ul style="list-style-type: none"> ➤ Exhaust System ➤ Wiring Harness ➤ Carburettor ➤ Radiator
Senior GP	Vortex GP ROK	<ul style="list-style-type: none"> ➤ 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 is allowed.
- d. Only the Driver to which the Engine was issued may use the Engine and its 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 SGD or RM\$750 (Mini ROK)/ \$450 SGD or RM\$1,350 (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 will 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 Clerk of the Course or the Chief Medical Officer 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 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 rebuild or engine change is allowed after going through scrutineering unless given approval from the organisers and scrutineers for the following cases: 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

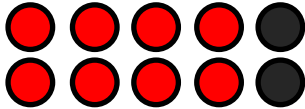
- a. Refer to article 2.19 of the CIK-FIA General Prescriptions, with the additions below:
 - i. The pole position Driver of each grid will have the choice of the starting side (left or right side of the grid), giving advice to the Clerk of the Course as soon as he reaches the Pre-Grid. This choice will 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 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. 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 to return 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 Race. 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 Mechanic, he will be authorised to leave the Pre-Grid 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.

20. STARTING PROCEDURE

- a. A Rolling Start will be used for the Quarter-Final, Pre-Final and Final.
- b. The race will be started by means of lights, or by flags (if lights fail) as follows

a) Formation Lap

By Lights: 8 Stationary RED Lights displayed

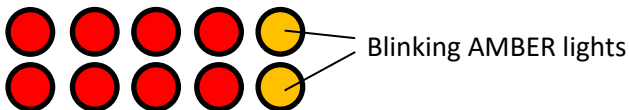


By Flags: No Flags shown

Karters are required to approach the Start Line at approximately 30km/h, 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

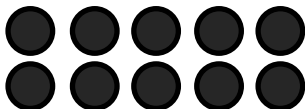


By Flags: Yellow Flags displayed

Karters are required to go for another formation lap.

c) Successful Start

By Lights: All lights OFF



By Flags: Green Flag displayed

Race has started.

d) Failure of Start Lights

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

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

e) False Starts/ Jump Starts

Assuming all conditions are normal, only one false start/ jump start may be allowed per race.

The race may proceed regardless of another false start/ jump start. However, the offender will be given a 10s penalty at the end of the race.

Example:

- 1st False Start/ Jump Start: Start will be aborted; the field may proceed for another formation lap.
- 2nd False Start/ Jump Start: Race will commence, the offender will be given a 10s penalty at end of race.

The start may be aborted, and additional formation lap will 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.
- *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 forward 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 lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor.
- iii. A Driver over speeding during the approach to the start line is liable to be sanctioned by the stewards, on the basis of a time penalty of 1 second per extra km/h, with a maximum penalty of 10 seconds.
- iv. When the karts approach, 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.
- v. If the Clerk of the Course is satisfied with the formation, he himself, or his Deputy, will give the start by switching off the red lights. If he/she is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

- g) 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 red lights and inform the Steward, 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 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.

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 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 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 Control.
 - **During Race (Less than 2 lap):**
 - All karts shall immediately reduce speed to 50km/h, REMAIN ON THE TRACK and return to form up at start line. 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 race marshals are allowed to touch the karts.
 - The starting grid will remain the same as the original race; unoccupied places on the grid shall remain vacant.
 - Karts that are not able to make it back to the grid/ pit lane under its own power will not be recovered. Only in the Pit Lane, under the supervision of the Chief Scrutineer, 1 mechanic is allowed to work on the kart.
*With the exception that 2 mechanics are allowed for Mini Rok Class.
 - Karts in the pit lane, will only be allowed to resume from the pit lane. Other karts in the pit lane for whatsoever reason, will similarly only be allowed to restart from the pit lane.
 - Karts starting from the pit lane will only be released after the field has passed the pit exit.
 - If the Race can be resumed, a new start will be given within 30 minutes after the red flag.
 - The length of the new race will be of the full original race distance, unless specified based on COC's decision after consultation with the stewards.

- The original start will be deemed null and void.
- **During Race (More than 2 lap 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 at start line. 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 will be based on the order of Drivers crossing the Finish Line at the lap before the race was stopped.
 - Karts that are not able to make it back to the grid/ pit lane under its own power will not be recovered. Only in the Pit Lane, under the supervision of the Chief Scrutineer, 1 mechanic is allowed to work on the kart.
*With the exception that 2 mechanics are allowed for Mini Rok Class.
 - Karts in the pit lane, will only be allowed to resume from the pit lane. Other karts in the pit lane for whatsoever reason, will similarly only be allowed to restart from the pit lane.
 - Karts starting from the pit lane will only be released after the field has passed the pit exit.
 - Karts in the pit lane for repairs (provided the kart is deemed fit and approved by the Chief Scrutineer) when the red flag was shown will be eligible to take the restart from the Pit Lane.
 - If the Race can be resumed, a new start will be given within 30 minutes after the red flag.
 - The race will be resumed with the remaining amount of laps, unless specified based on COC's decision after consultation with the stewards.
- **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.

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. Drivers and Entrant Briefing is mandatory for all Drivers and Entrants.
- c. A further Drivers Briefing may also be mandatory on Race Day under the discretion of the Clerk of the Course. It is the Drivers/ Entrants duty to enquire about any further Driver's Briefing.
- d. Driver/ Entrants not attending the briefing will be liable to incur a fine to be paid to the ASN hosting the event, via the Stewards and according to the official fee indicated by the ASN.
- e. Signing of the attendance list is mandatory.

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) will 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 the blue flag may be penalised by the Stewards. Systematic or repeated offences may result in the exclusion of the offender 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 / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.



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 will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from Officials of the Meeting.
- c. 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.
- 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.
- 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 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 Race Officials are permitted into the Race Control Tower and its immediate vicinity including level 1.

31. PROTEST 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	<ul style="list-style-type: none"> ➤ \$500.00 SGD or RM\$1,500 ➤ \$250.00 SGD or RM\$750 (Deposit for Dismantling)
Appeal Fee	➤ \$2,000 SGD or RM\$6,000

- 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.
- 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

Please note that the below penalties are not exhaustive. The Stewards of the Meeting may impose alternative or additional penalties, depending on 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 25 – 30 km/h	Fine of \$100 SGD or RM\$300		
Speeding in pit lane between 31 – 35 km/h	3 positions penalty and \$200 SGD or RM\$600 fine		
Speeding in pit lane above 35 km/h	3 positions penalty + \$300 SGD or RM\$900 fine and/or exclusion		
Unnecessarily overtake another kart during the formation laps	10 sec time penalty		
Jump/False 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	Fine of \$200 SGD or RM\$600		
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 three fastest times achieved	All classes: 5 sec time penalty	
Intentional adjustment of an incorrectly positioned front fairing at any time after the start, except in the repair area.	Exclusion from the Race		