

## **2018 ASIAN KARTING OPEN CHAMPIONSHIP (AKOC) SPORTING REGULATIONS**

### **REGULATIONS**

1) 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.

### **GENERAL UNDERTAKING**

2) 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 Karting Technical Regulations («the Technical Regulations»), the General Prescriptions («the General Prescriptions»), and these Sporting Regulations.

3) The Event is governed by these 2018 AKOC Sporting Regulations, 2018 AKOC Technical Regulations, and by the FIA International Sporting Code.

4) The Supplementary Regulations of the Event consist of Standard Regulations drafted in English. When the Organizer sends his Supplementary Regulations to the ASN for approval, he must enclose his civil liability insurance policy covering the whole running of the meeting.

5) The right to associate the name of a company, or a commercial make to the Event is exclusively reserved for the Organizer.

6) Only the ASN is entitled to grant waivers to these Sporting Regulations.

### **GENERAL CONDITIONS**

7) 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 and the Sporting 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.

8) Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

9) The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity.

10) Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials, which have been handed to them.

### **THE AKOC: PRINCIPLE AND RUNNING**

11) The AKOC is run over several events in different tracks and countries to be designated by the Organizer.

12) Each Event will have the status of an **Asian Zone Championship**.

**13)** Each Event will comprise four races named «Qualifying Heat 1, 2 & 3» and «Final». The distances of the Qualifying Heat 1, 2 & 3, from the starting signal to the checkered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances of 8, 10 and 12 km (Cadet/Mini Rok, Junior and Senior) respectively. The distances of the Final, from the starting signal to the checkered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances of 20, 25 and 30 km (Cadet/Mini Rok, Junior and Senior) respectively. The checkered 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.

**14)** The Event may be cancelled if the karts of fewer than twelve Drivers have passed Scrutineering. If no alternative formula may be found, the ASN will study any palliative solution.

#### **CLASSIFICATION**

**15)** The classification of each Event will be that of the Final.

**16)** The title of **Asian Kart Open Champion** of each Category will be awarded to the Driver who has scored the greatest number of points at the end of all rounds.

**17)** If the Final is stopped 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.

#### **OFFICIALS**

**18)** The following Officials will be appointed by the ASN for the Event and their names will be published in the Supplementary Regulations of the Event:

- 2 International Stewards and 1 National Steward, one of whom will be nominated Chairman of the Panel
- AKOC Observer
- a Chief Scrutineer,
- a Clerk of the Course,
- a Deputy Clerk of the Course,
- a Secretary of the meeting,
- a Chief Medical Officer and a second doctor,
- a Chief Timekeeper.

The Clerk of the Course, the Chief Scrutineer, the Chief Timekeeper and the Stewards must be present at the Event at the latest 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 Chairman of the Panel of Stewards, the Clerk of the Course and the Chief Scrutineer must be in permanent radio contact.

#### **ENTRANTS APPLICATIONS**

**19)** Applicants must hold valid Entrants International Karting Licences and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA.

**20)** Applications to participate in the Event must be submitted by the Entrants to AKOC at the latest 15 DAYS prior to the event by means of the entry form supplied by the AKOC and must be accompanied by the entry fees to the order of the AKOC organizer on the Friday before every event and must be accompanied by the entry fees.

**21)** All candidatures will be studied by the AKOC, which will publish the list of karts and Drivers accepted, with their racing numbers, at the latest 7 days after the closing date of entries

**22)** Applications shall include:

a) 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, to respect them;

b) The name of the Driver; For drivers in the Cadet, Mini ROK and Junior classes, the name of the Parent or Guardian must also be indicated.

**23)** The organizer reserves the right to limit the number of entries per event.

### **ELIGIBLE DRIVERS**

**24)** Drivers holding a CIK-FIA International License (issued by their ASNs affiliated to the FIA), in compliance with Article 4.2 and 4.3 of Appendix B. Only license issued by a country belonging to the Asian Zone as defined by the FIA will be permitted to enter. For Cadet & Mini ROK 60, Drivers should hold a national license issued by Asian Zone or CIK affiliated ASN.

### **CLASSES:**

#### **A.) Cadet (National – Asia Zone)**

Drivers who are between 7 – 12 years of age as of January 1, 2018

#### **B.) Mini ROK (National – Asia zone)**

Drivers who are between 9 - 12 years of age as of January 1, 2018

#### **C.) Junior 125 (Zone)**

Drivers who are between 12-15 years of age (reaching their 12th birthday during the calendar year) on the date when the Licence is issued. The licence may remain valid beyond the date of a Driver's 15th birthday until the end of the current year. Junior Licence may be issued to a Driver reaching his 15th birthday during the year in which his licence is issued. Upgrading to a Senior Licence during the year will be final. Must be in possession of a CIK International B or C license or Asia zone B license.

#### **D.) Senior 125 (Zone)**

Drivers who reach their 14th birthday during the calendar year in which the Licence is issued. Must be in possession of a CIK International A, B or C Asia zone license.

#### **E.) Master 125 (Zone)**

Drivers who are between 30 - 40 years of age as of January 1, 2018

#### **F.) Veteran 125 (Zone)**

Drivers who are 40 years of age or over as of January 1, 2018  
Must be in possession of a CIK International A, B or C Asia zone license.

### **ELIGIBLE KARTS AND EQUIPMENT**

**25)** The Event is reserved for CIK Homologated and AKOC certified karts, as defined by the AKOC Technical Regulations.

**26)** 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 AKOC.

**27)** Each Driver will be entitled to submit to Scrutineering the following equipment:

Cadet : 1 pc Chassis

2 pcs Engine

1 set Dry Tires + 1pc

Mini ROK: 1 pc Chassis

2 pcs Engine

1 set Dry Tires + 1pc spare

1set Wet Tires	1 set Wet Tires
125 Jr. : 1 pc Chassis	125 Senior: 1 pc Chassis
2 pcs Engine*	2 pcs Engine*
2 sets Dry Tires	2 sets Dry Tires
2 sets Wet Tires	2 sets Wet Tires

*\*only a single make allowed, per event*

**(“SEE AKOC TECHNICAL REGULATIONS” FOR DETAILS OF 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 crownwheel axis. In addition, it must incorporate efficient side protection.

Note: The tyres and fuel stored in the Servicing Park cannot be used in the Warm-ups.

**28) Change of equipment:**

Changing engines, chassis, the chassis/engine unit and tyres between the various Drivers is forbidden. 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, Qualifying Heats, Second Chance Heat and Final. Offenders will be excluded from that race.

**28.1)** 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 competitor is able to get all the competitors in his class to agree to the change of chassis. This must be done by obtaining all of the signatures of the competitors/drivers of the affected class.
3. The stewards of the meeting have authorized the change based on the concurrence of all the competitors of the affected class.

**DISTRIBUTION OF TYRES AND LIMITATION OF TYRES DURING THE EVENT**

**29)** The official tyre make for the Championship is YOKOHAMA ADVAN. The compounds and sizes for the respective classes shall be indicated in the Technical Regulations.

**STOCKING:** The homologated tyres will be stocked in the Servicing Park by the Tyre Distributor prior to Qualifying Practice and before the scheduled time for tyre fitting.

**DISTRIBUTION:** Tyres will be distributed in the Servicing Park, in exchange for a VOUCHER Purchased from the 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.

Tyres stocked in the Service Park may only be used for Qualifying Practice (Time Trial), Qualifying Heats, Second Chance heats & 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.

**29(b) 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.

#### 29 (c) TYRE SERVICING / INSPECTION

Competitors or mechanics will only be allowed to inspect or service their respective tires/rims at the « Start Service Park » 10 minutes before the start of their heats or at the « End Service Park » immediately after the end of the heat and before giving back their tires for impounding.

#### **FUEL DISTRIBUTION REGULATIONS**

**30)** In order to solve any problems linked to the quality of fuel, the ORGANIZER will enforce a system of fuel distribution which will guarantee the availability and use of fuel with constant quality. A single fuel Supplier will supply the fuel to be used by each Driver.

**DISTRIBUTION:** The appointed fuel Supplier's lorry will arrive at the circuit before the beginning of the first non-Qualifying Practice (see Schedule). This programme is subject to modifications. Any modification shall be published.

The Driver buys VOUCHERS from the Fuel Supplier and shall hand over said VOUCHER to the Marshals at the Servicing Park in exchange for the amount of fuel that they paid for.

During the time allotted for fuel impounding, the Driver or his mechanic must present to the Marshal a sealed container of the oil that he is going to use for the event, and must mix the oil & fuel in the Servicing Park under the supervision of the Marshals. It is recommended that the kart's impounded fuel tank – equipped with quick fixations - be appropriately filled with the oil-fuel mixture at this time in preparation for the Qualifying Practices (Time Trials).

The fuel distribution and impounding will be carried out in the Servicing Park in the presence of an AKOC Steward.

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

During assembly for each Qualifying Practice, Qualifying Heat or Race, the Driver will receive his impounded fuel tank in the Start Servicing Park. After each Qualifying Practice (Time Trial), Qualifying Heat and Race 1 or the Pre-Final, the Driver may refill his fuel tank while at the Finish Servicing Park; he then hands over his fuel tank for re-impounding to the fuel impound Marshals in this area.

The fuel and the tank shall, in no instance, leave the Servicing Park except for official use on the track..

The lubricant for the 2-stroke fuel mixture is that published in the list of lubricants approved by the CIK-FIA. The lubricant can (or the box) must still be full, capped and sealed when it is taken into the Servicing Park.

A Driver may bring only one fuel tank into the Servicing Park for use in the official timed practices, heats and races.

#### **RACING NUMBERS AND NAME OF THE DRIVER**

**31)** Racing numbers shall comply with the provisions of Article 2.24 of the CIK Technical Regulations.

**32)** The name of the Driver must appear on each side of the lateral bodywork and be clearly legible, in accordance with Article 2.24 of the CIK Technical Regulations.

**33)** The flag of the Driver's nationality must be that of the nationality of his license.

**FRONT FAIRING & FRONT FAIRING MOUNTING** - Applicable to all classes, except Cadet

**34 (a)** The use of a CIK homologated front fairing and of the homologated front fairing mounting kit of the bodywork homologation period 2015 – 2020 is mandatory.

Within the framework of the call for tenders issued by the FIA, the FIA World Motor Sport Council has decided to appoint KG s.a.s. as the exclusive supplier of a homologated front fairing mounting kit for the 2018, 2019 and 2020 seasons.

**34 (b)** As from the Qualifying Heats until the Final, each Driver must enter the “Start” Servicing Park – Assembly Area with the front fairing detached from their kart. The Mechanic or the Driver himself must mount the front fairing in the “Start” Servicing Park – Assembly Area under the supervision of a Scrutineer.

**34 (c)** During Qualifying Heats and Final, it is only allowed to install the front fairing to the correct position in the Repair Area.

**34 (d)** Correct installation of the “Front Fairing”

The front fairing (using the front fairing mounting kit) must be in the correct position at all times during a competition (see Technical Drawing No. 2d).

**34 (e)** The black flag with an orange disc will not be shown to a driver if his front fairing is no longer in the correct position. If the judge of fact reports that the front fairing on one or more karts was no longer in the correct position when the “black and white chequered flag” was waved and the kart(s) concerned crossed the finish line, in all situations a time penalty of 10 seconds will be imposed automatically on the driver(s) concerned. This time penalty is not susceptible to appeal.

**34 (f)** When the Scrutineers/Judges of Fact send the reports regarding the incorrect position of the front fairing, the Stewards will automatically apply the decisions. The Entrants concerned shall not be invited to sign the decision documents.

**34 (g)** Should a Driver or a third party be found/proved to have intentionally replaced a front fairing which is not installed correctly during the last lap or after the “black and white chequered flag” was waved this will lead to a disqualification from the competition.

**34 (h)** As from the moment the “Last Lap” panel is presented to the Drivers the Repair Area will be closed.

**34 (i)** The measuring device MiniRAE Lite of the company “RAE Systems Inc. (USA)” will be used in Qualifying Practice, Qualifying Heats and the final phase to check that the front fairing is in conformity with the regulations. The VOC measurement of the front fairing may not exceed 5 ppm (maximum limiting value) under any circumstances.

Note: Pollution of the front fairing, e.g. with a cleaning spray, must be avoided since this can result in the limiting value being exceeded.

**34 (j)** Should the check establish that the front fairing is not in conformity with the regulations, the relevant Driver will not be allowed access to the Assembly Area; consequently no participation in the corresponding part of the competition (Qualifying Practice, Qualifying Heats, final phase). Protests against this procedure are not admitted. Protests and appeals in this regard do not have a suspensive effect.

## **SPORTING CHECKS AND SCRUTINEERING**

**35)**

A. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Supplementary 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 Stewards in particular circumstances, Drivers and Entrants who 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 AKOC.

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 it has been checked by the Scrutineers.

F. At any time during an Event, the Scrutineers may:

- 1) check the eligibility of the kart or of the Driver's equipment,
- 2) require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied,
- 3) 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 Stewards will publish the findings of the Scrutineers concerning every kart, 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 an «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 possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.

N. A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

**36)** At the Event, the Organizers and the Stewards will control all licences until after completion of the event.

**37)** During Scrutineering, the chassis and the main engine parts (1/2 crankcases and cylinder) will be marked.

## **BRIEFING**

**38)**

**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 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 is 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 at this time. The meeting shall always be held before Qualifying Practice or the first Qualifying Heat. Extra meetings may be organised if this is 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 100 U.S. Dollars or its equivalent in the local currency, which must be paid to the ORGANIZER hosting the event, via the Stewards, will be inflicted on any Entrant and Driver who do not attend the Briefing.

## **GENERAL SAFETY**

### **39)**

**39.1** 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.

**39.2** During non-Qualifying Practice, Qualifying Practice, the Qualifying Heats 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. The circuit is defined by the white lines on the both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of the kart are outside these lines, the kart is considered as having left the track.

**39.3** During non-Qualifying Practice, Qualifying Practice, the Qualifying Heats 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, the Qualifying Heat or the race(s) of the final phase.

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.

**39.4** 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 within the Repairs Area determined by the Supplementary Regulations or during the Briefing.

**38.5.** If refuelling is authorised, it may be carried out only in an area provided for this purpose.

**39.6** Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorised to touch a stopped kart unless it is in the Repairs Area.

**39.7** When the track is closed by the Race Direction 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.

**39.8** During Qualifying Practice, the Qualifying Heats 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.

**39.9** A speed limit may be imposed in the pit lane and in the Repairs Area during Practice and the Formation Laps. Any Driver braking this speed limit will be imposed a penalty provided for in the Regulations or the Code.

**39.10** If a Driver is faced with mechanical problems during Practice, the Qualifying Heats or the Race(s) of the final phase, he must evacuate the track as soon as possible for safety reasons.

**39.11** If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.

**39.12** No Driver may leave the Repairs Area without having been invited to do so by Marshals.

**39.13** 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.

**39.14** 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.

**39.15** 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 rejoining the track.

**39.16** When they participate in non-Qualifying or Qualifying Practice, in the Qualifying Heats 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.

**39.17** It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock.

**39.18** 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.

**39.19** In the case of a "WET RACE" (conditions signalled by means of a panel by the Race Director), 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/or dangerous for other Drivers.

**39.20** When a driver arrives at any place on the track where a Yellow flag is shown, he must reduce his speed and hold position. OVERTAKING IS STRICTLY FORBIDDEN until the incident is passed and the track is visibly clear to the next designated flag point. A waved yellow flag means EXTREME CAUTION. It is the Stewards prerogative to impose any punitive measure on any driver that violates this provision

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

**39.22** 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.

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

**39.22.2** 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.

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

**39.23** 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

**39.24** 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.

**39. 25** Persons wearing inappropriate footwear in the Service Parks and Grid areas at anytime will be penalised. The Entrant/Competitor may be fined US\$100.

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



#### **NUMBER OF KARTS ALLOWED ON THE TRACK**

**40)** The number of karts allowed on the track is limited to 36 for final phase races, 36 for Qualifying Practice and the Qualifying Heats and 51 for Free Practice.

#### **Qualifying Practice**

Drivers who have passed Scrutineering are divided into equal series if possible, by drawing lots in the presence of at least one Steward. One 8-minute session per series is provided for. Each series will comprise a maximum number of 36 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 2<sup>nd</sup> best time set by each driver, and so on in the case of further ties.

#### **40.1 Qualifying Heats**

Each Qualifying Heat will have a DISTANCE of approximately 8, 10 or 12 km according to the age bracket of Drivers (Cadet & Mini Rok/Juniors/Seniors).

**Final Phase:** 36 Drivers will compete in the final phase over a total distance of 20 km for Cadet/Mini ROK, 25 km for junior & 30 km for Senior. Starting positions to be determined by the classification of consolidated points of all qualifying heats.

#### **RUNNING OF THE EVENT**

**41)** The Event will comprise Free Practice, non-Qualifying Practice, Qualifying Practice, Qualifying Heats and a Final phase as a minimum.

#### **41.1) Practice**

A. 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 Qualifying Heats and the race(s) of the final phase.

B. No Driver may take the start of a Race without having participated in at least one Free practice or non-Qualifying Practice session.

C. The Clerk of the Course or the Race Director 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 Stewards' 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 authorization to participate in any other Practice session. In the case of non-Qualifying

Practice only, the Race Director or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Practice session after such an interruption.

D. 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.

E. 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.

**41.2) Non-Qualifying Practice:** The programme of the Event must provide at least three(3) – 10 minutes non-Qualifying Practice sessions for each category. It is reserved for Drivers who have passed the Sporting Checks and Scrutineering.

**41.3) Qualifying Practice:**

Drivers who have passed Scrutineering are divided into equal series if possible, by drawing lots in the presence of at least one Steward. One 8 minute sessions per series are provided for. Each series will comprise a maximum number of 36 Drivers. During each session, Drivers will take the start when they choose.

**41.3.1** 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. Mechanics 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.

**41.3.2** The time retained is that of the best lap covered in the session. 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:

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

- If there are two series and if the fastest time achieved in the slower series is not more than 102% of the fastest time achieved in the faster series: the classification will be determined by the order of the fastest times achieved by each Driver.

- If there are two series and if the fastest time achieved in the slower series is more than 102% of the fastest time achieved in the faster series: 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st series, and so on.

- And so on according to the same principle if there are further series. If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots.

**41.4) Qualifying Heats:**

Case A: 34 starters or less - Three Qualifying Heats will be run with all the Drivers. The starting grids of each of the three Heats will be established on the basis of the results of Qualifying Practice.

Case B: 35 to 108 entered Drivers - At the end of Qualifying Practice, Drivers will be separated into groups for the Qualifying Heats. The number of Drivers per group will be 18 maximum. Each group must compete versus all the other groups.

- As an example, in the case of a separation of Drivers into 4 groups, the Driver classified 1st in Qualifying Practice will be in group A, the 2nd in group B, the 3rd in group C, the 4th in group D, the 5th in group A, the 6th in group B, the 7th in group C, the 8th in group D, and so on.

- Each of the four above-mentioned groups will compete against the other groups, i.e.: A versus B, A versus C, A versus D, B versus C, B versus D and C versus D, namely a total of six Qualifying Heats.

- Each Qualifying Heat will have a DISTANCE of approximately 8, 10 or 12 km according to the age bracket of Drivers (Cadet & Mini Rok/Juniors/Seniors).

- For the Qualifying Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place. If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants of groups A and B plus 1. If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of groups A and B plus 2.

- Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

- At the end of the Qualifying Heats, the first 28 classified Drivers will be qualified for the final phase. Possible ties between two or several Drivers will be settled according to their best classification in the Qualifying Heats. *Should there still be a tie, the results of their qualifying time trials shall be used.* If the Drivers have been divided into 5 groups or more, the first 34 classified Drivers will be qualified for the final phase.

#### **41.5) Second Chance Heat:**

Case A:

There will only be a Second Chance Heat if the Drivers have been divided into fewer than 5 groups for the Qualifying Heats.

Case B:

- Only the first 34 non-qualified Drivers may participate in the Second Chance Heat of approximately 10 km.

- Starting positions will be determined according to the total number of points obtained in the Qualifying Heats

- The first 6 finishers will be qualified for the final phase.

**41.6) Final phase:** 36 Drivers will compete in the final phase over a total distance of 20 km for Cadet/Mini ROK, 25 km for junior & 30 km for Senior. Starting positions to be determined by the classification of consolidated points of all qualifying heats.

#### **STARTING GRID**

**42)**

A. At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

B. Only these Drivers will be allowed to take the start of the Qualifying Heats and/or 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 Race Director as soon as he has the opportunity.

D. The pole position Driver of each grid will have the choice in 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 which is designated in the Supplementary Regulations of the Event.

E. 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 Panel of Stewards.

## **STARTING PROCEDURE**

**43)**

**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.** A Yellow Line shall be painted 25 m ahead of the Start Line. For as long as the Red Lights are on, it is forbidden to accelerate before having crossed the YELLOW line. For rolling starts, this Yellow Line will also be materialised by a row of soft cones (1 cone on each side of the track).

**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. In this case, such driver may only rejoin the field at the back of the field and may not regain his original starting position.

**F.** Karts will cover approximately one Formation Lap before the start may be given. After passing the Red Line (marked on the track), It is forbidden to overtake another Driver, irrespective of the number of formation laps, under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).

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.

**G.** 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.

**H.** 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.

**I.** The Clerk of the Course will give the start as soon as he is satisfied with the formation.

**J.** 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 Stewards, 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.

**K.** 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 heat.

**L.** Any kart that takes up a grid position that is supposed to remain vacant, during the rolling lap and up to the actual start of the race, shall be considered to have jumped the start and will be given a 10 second penalty

**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.

**N.** 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 or the Race Director 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.

**44) Rolling starts:** At the end of the Formation Lap, *drivers must proceed between the red line and the Yellow line at a REDUCED & CONSTANT SPEED* in 2 columns and should enter the starting lanes clearly marked on the track. When the karts approach, the red lights will be on, and the karts should remain within the lanes for as long as the red lights are on. A Driver crossing the lanes while the red light is still on is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partially crossing the lanes and of 10 seconds for completely getting out of the corridor.

For as long as the Red Lights are on, no kart may accelerate or overtake before crossing the Yellow Line. Once the red lights have been switched off, all karts are free to accelerate and move out of the *starting lanes*. 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.

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

**46)** 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 authorised to leave the Assembly Area only on orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of Formation Laps.

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

## **STOPPING THE RACE**

**48)**

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.

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).

If the signal to stop racing is given:

a) during Practice: 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;

b) during the Qualifying Heats: all karts will immediately reduce their speed and go to the «Finish» Servicing Park entrance, considering that:

- karts or rescue vehicles may be on the track,
- the circuit may be totally blocked because of an accident,
- the weather conditions may have made it impossible to drive at high speed on the circuit.

B. The classification of the Heat will be the classification at the end of the lap prior to that during which the signal to stop was given.

C. The procedure to be followed varies according to the number of laps completed by the Heat leader before the signal to stop was given:

- less than 75% of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). If the Heat can be restarted, Case A OR Case B under Article 48 (RESTARTING THE RACE) of these Sporting Regulations will apply;
- 75% or more of the distance scheduled for the Heat (rounded up to the nearest higher whole number of laps). The karts will be directly led to the ParcFermé, and the Heat 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;
- 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:
- 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,
- karts or rescue vehicles may be on the track,
- the circuit may be totally blocked because of an accident,
- the weather conditions may have made it impossible to drive on the circuit at racing speed.

D. The points to be awarded varies according to the number of laps completed by the Race leader before the signal to stop the Race was given:

Case A: less than 2 laps. No points will be awarded.

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.

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 ParcFermé 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.

## **RESTARTING THE RACE**

**49)** (Qualifying Heat or Race of the final phase)

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.

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. Refuelling will be allowed.

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 2<sup>nd</sup> part will be given within 30 minutes after presentation of the red flag. The length of the 2<sup>nd</sup> 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 when the red flag was shown will be allowed to take the new start.

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*. Once the red lights have been switched off signaling that the race has been restarted, there will be no passing until after crossing the Start/Finish line

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.

### **FINISH**

**50) 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 ParcFermé, without stopping and without any help (except that of marshals if necessary). Any classified kart unable to reach the ParcFermé by its own means will be placed under the exclusive control of marshals, who will supervise the taking of the kart to the ParcFermé in a regular manner.

D. For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.

### **51) Dead Heat –**

A. In case of a Dead Heat, the Electronic timing system shall be used as the basis for determining the finishing position.

B. 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.

### **PARC FERMÉ**

**52) A.** Only those Officials charged with the checks may enter the ParcFermé. 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 ParcFermé regulations will apply for the area between the FinishLine and the entrance to the ParcFermé.

C. The ParcFermé shall be large and protected enough to ensure that no unauthorised person may have access to it.

### **FINAL CLASSIFICATION**

**53)** The final classification shall be the classification of Drivers in the Final.

## **INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS**

**54)** All classifications and results of practice, the Qualifying Heats 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 posting board.

## **INCIDENTS**

**55)** An «Incident» means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or noted by the Stewards and reported to the Clerk of the Course for investigation), who:

- provoked the stopping of a Race in application of Article 142 of the Code;
- violated these Sporting Regulations or the Code;
- had jumped the start;
- have not respected flag signalling;
- have caused one or several karts to take a false start;
- have caused a collision;
- have forced another Driver out of the track;
- have illegally prevented a legitimate passing manoeuvre by a Driver;
- have illegally impeded another Driver during a passing manoeuvre.

a) It will be the responsibility of the Stewards 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 Stewards' agreement.

b) If a Driver is involved in a collision or an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.

c) The Stewards 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 Stewards 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.

## **PROTESTS AND APPEALS**

**56)** 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 Qualifying Heats (including the Second Chance Heat), and within 30 minutes after the posting of the classification of the races of the final phase. They shall be accompanied by a U.S. \$ 500.00 protest fee.

- In the absence of the Clerk of the Course or of his deputy, they shall be addressed to the Stewards of the Event or to one of them.

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

## **FINES**

**57)** A fine may be inflicted on any Entrant, Driver, assistant or Organiser who does not respect the prescriptions of the officials of the Event. A fine may be inflicted by the Panel of Stewards of the Event. All fines must be paid immediately.

## **PODIUM CEREMONY**

**58)** The Drivers classified 3rd, 2nd and 1st in the Final shall climb on the podium one after the other. The winning Driver's national anthem will be played and the national flags of the first three finishers will be hoisted.

## **ENTRY FEES**

**59)** Entry fees and entries must be paid and sent by the Entrant. The AKOC or Event Organizer must have received the entries at the latest on the closing date of entries set. The Entry Fee per Driver for the Event is US\$200.

## **60) FLAG SIGNALS**

\* Flag signals to be used by the Race Director, the Clerk of the Course or his deputy at the start line:

**(a) National flag:** This flag is normally used to start the race. The starting signal must be given by lowering the signal which, for standing start Competitions, must not be raised above the head until all karts are stationary and in no case for more than 10 seconds. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Qualifying Practice.

**(b) Red flag:** This flag must be waved at the start line when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or his deputy to close the circuit.

**(c) Black and white chequered flag:** This flag must be waved. It signifies the end of a practice session or a race.

**(d) Black flag:** This flag should be used to inform the Driver concerned that he must stop at his pit or at the place designated in the Supplementary or Championship Regulations on the next approach to the ParcFermé entrance. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Stewards of the meeting. The Entrant concerned will immediately be informed of the decision.

**(e) Black flag with an orange disc (40 cm in 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 the he must stop at the assembly area on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.

**(f) Black and white flag divided diagonally:** This flag should be shown only once and is a warning to the Driver concerned that he has been reported for unsportsmanlike behavior.

These last three flags (in d, e & f) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed. These flags may also be displayed at places other than the start line should the Race Director or the Clerk of the Course deem this necessary. Normally the decision to show the last two flags (in e & f) rests with the Race Director or the Clerk of the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.

**(g) Blue and red flag (double diagonal) with number:**

The Driver concerned must stop before being lapped or also when he has been lapped. This flag may only be used if it is provided for in the Championship, Cup or Trophy Sporting Regulations or in the Supplementary Regulations of the Competition.

\* Flag signals to be used at observation posts:

**(h) Yellow flag:** This is a signal of danger and should be shown to Drivers in two ways with the following meanings:

- single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on 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 partly blocking the track.

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

**(i) 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 beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

**(j) Blue flag:** This flag should normally be waved, as an indication to a Driver that he is about to be overtaken.

**(k) White flag:** This flag should be waved and is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

**(l) Green flag:** This flag should 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. It may also be used, if deemed necessary by the Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.

#### **POINTS SYSTEM APPLICABLE TO ASIAN KART OPEN CHAMPIONSHIP ONLY**

**61) (a)** The following points below will be garnered for the all Qualifying Heats :

<u>1<sup>st</sup> Place</u>	-	<u>10 points</u>	<u>7<sup>th</sup> Place</u>	-	<u>4 points</u>
<u>2<sup>nd</sup> Place</u>	-	<u>9 points</u>	<u>8<sup>th</sup> Place</u>	-	<u>3 points</u>
<u>3<sup>rd</sup> Place</u>	-	<u>8 points</u>	<u>9<sup>th</sup> Place</u>	-	<u>2 points</u>
<u>4<sup>th</sup> Place</u>	-	<u>7 points</u>	<u>10<sup>th</sup> Place</u>	-	<u>1 points</u>
<u>5<sup>th</sup> Place</u>	-	<u>6 points</u>			
<u>6<sup>th</sup> Place</u>	-	<u>5 points</u>			

**(b)** The following points below will be garnered for the Final :

<u>1<sup>st</sup> Place</u>	-	<u>40 points</u>	<u>7<sup>th</sup> Place</u>	-	<u>8 points</u>
<u>2<sup>nd</sup> Place</u>	-	<u>30 points</u>	<u>8<sup>th</sup> Place</u>	-	<u>6 points</u>
<u>3<sup>rd</sup> Place</u>	-	<u>24 points</u>	<u>9<sup>th</sup> Place</u>	-	<u>4 points</u>
<u>4<sup>th</sup> Place</u>	-	<u>20 points</u>	<u>10<sup>th</sup> Place</u>	-	<u>2 points</u>
<u>5<sup>th</sup> Place</u>	-	<u>16 points</u>			
<u>6<sup>th</sup> Place</u>	-	<u>12 points</u>			

In case the number of participants exceed the maximum of 36 karts, the following multiplier will be used for all Qualifying Heats:

- Case 1. 36 starters or less – multiply by 1
- Case 2. 37 to 54 entered Drivers – multiply by 1.5
- Case 3. 55 to 72 entered Drivers – multiply by 1
- Case 4. 73 to 90 entered Drivers – multiply by 0.75

The total of all race events will be computed cumulatively. The driver with the highest points after all rounds wins the championships.

**62)** For a driver to score points (in all Qualifying Heats and Final) that will count towards the championship, he must complete at least 50% of the total number of laps in each (Pre-Final and Final) of the heats.

**NOTE :** Those drivers without personal transponders. Transponders TransX160 or 260 will be provided with a minimal rental fee of US\$30.00 per unit for the whole weekend race. If in case the transponder will be lost or damaged during the rental, the driver shall be billed and same will pay the amount of US\$400.00