

## SUPPLEMENTARY REGULATIONS

### Carrerista Karting Championship and Carrerista 6hrs Karting Endurance Race 2008

1. **TYPE OF EVENT** : Kart Race & Kart Endurance Race
2. **NAME OF EVENT** : Carrerista Karting Championship & Carrerista 6hrs Karting Endurance Race 2008
3. **VENUE OF EVENT** : Changi Exhibition Centre
4. **STATUS** : National with International Participation.
5. **DATE OF EVENT** : 27<sup>th</sup> to 29<sup>th</sup> December 2008, Carrerista Karting Championship  
30<sup>th</sup> to 31<sup>st</sup> December 2008, Carrerista 6hrs Karting Endurance Race

6. **AUTHORITY**

This event is governed by Sporting Regulations, MPT Technical Regulations and by the 2008 CIK Regulations and the Sporting Code of the Federation Internationale de l'Automobile and these Supplementary Regulations and any Additional Supplementary Regulations issued by the Organiser whether written or oral, shall have the same force as these regulations.

7. **PERMIT NUMBER**

The event is run under the Singapore Motor Sports Association Permit Number: See A.S.Rs.

8. **ORGANISERS**

MPT Motor Trading  
Tel: 65 64474588  
Fax: 65 63464588  
E-mail: [cj\\_race@mptmotor.com](mailto:cj_race@mptmotor.com)

Singapore Motor Sports Association  
Tel: 65 62277889  
Fax: 65 62270911  
E-mail: [smsa@pacific.net.sg](mailto:smsa@pacific.net.sg)

9. **OFFICIALS OF THE MEETING**

Race Director	:	Nicolas Ho
SMSA Stewards	:	Raymond, Karl Chen, Paneer
Clerk of Course	:	TBA
Event Secretary	:	Doris Leow
Asst Secretary	:	Katty
Chief Timekeeper	:	Keith
Chief Scrutineer	:	Gordon
Chief Safety	:	TBA
Chief Logistics	:	TBA
Chief Medical Officer	:	TBA
Safety Kart Driver	:	TBA

10. **PROMOTER**

MPT Motor Trading  
No.51 Ubi Ave 1  
#01-31(2a) Paya Ubi Ind. Park  
Singapore 408933



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DE L'AUTOMOBILE



COMMISSION INTERNATIONALE  
DE KARTING-FA



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DE MOTOCYCLISME

## 11. ENTRIES

- 11.1 Opening Dates : Forthwith  
Closing Date : 15<sup>th</sup> December 2008
- 11.2 Entry Fees  
a. Karting Championship race entry fee is S\$350.00 per entry for kart.  
b. 6hrs Endurance race entry fee is S\$2,500 per entry per team.  
The prescribed Entry Form must accompany all Entry Fee.
- 11.3 Late Entry Fees  
Entries received 16<sup>th</sup> November will be S\$500.00 per entry per kart. All entries after 1<sup>st</sup> December 2008 will not be entertained.
- 11.4 Conditions for acceptance or refusal of Entries.  
If there are less than three entries in a class the Organiser reserves the right to amalgamate the class with another or cancel that class altogether.  
All entries received will be considered by the Organiser having regard to the suitability of the car and competitor. The Organiser may refuse to accept an entry without assigning a reason and its decision is final. Where an entry is not accepted by the Organiser, the entry fee will be refunded in full.  
Entry forms submitted without entry fees will not be accepted. Fax entries will only be entertained as provisional. All Entry Forms must reach the Secretary of the Meeting by the closing date.
- 11.5 Address of Entries

Entries are to be submitted by hand or mail to:

Singapore Motor Sports Association  
20 Maxwell Road, #10-18 Maxwell House. Singapore 069113.

MPT Motor Trading  
No.51 Ubi Ave 1 #01-31(2a) Paya Ubi Ind. Park Singapore 408933

- 11.6 All payments should be made payable to:

**MPT Motor Trading**

## 12. SERVICES TENTS, PASSES & BANNERS

- 12.1 S\$80.00 per kart per pit (8karts sharing approx. 288sq ft) or S\$500.00 per tent (approx. 288sq ft).  
12.2 Pit pass are available at S\$100.00. Maximum number of passes as follows:  
Championship race - 2 passes  
Endurance race - 5 passes  
*\*All passes whether free or purchased requires photographs to be submitted to the organizer.*
- 12.3 S\$100.00 per service vehicle. Limited to 01 pass / per competitor (Vehicle make, model & number require) Vehicles are allowed in paddock area for unloading only, parking lots will be provided.
- 12.4 Banners are permitted to be displayed with the service tent throughout the entire event duration at S\$1,500 per banner and size restriction is 16ft by 3ft.

## 13. COMPETITION LICENCE

- 13.1 All Singaporean competitors must be in possession of a valid Competition Licence issued by the Singapore Motor Sports Association.
- 13.2 Overseas competitors must be in possession of a valid Competition Licence issued by their A.S.N. for the year together with a release letter or the entry form endorsed by the A.S.N. Original documents must be presented to the Secretary of the Meeting upon Signing – On.  
NOTE: ALL LICENCES ARE TO BE HANDED IN TO THE SECRETARY OF THE MEETING IMMEDIATELY AFTER SCRUTINEERING FOR SAFE KEEPING.



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13.3 It is the responsibility of the License holder to collect his / her license from the Secretary of the Meeting at the end of the Meeting.

#### 14. POSTPONEMENT & ABANDONMENT

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

#### 15. INSURANCE

Only Public Liability insurance will be arranged by the Organiser.

#### 16. COMPETITORS

- 16.1 Any competitor who is not present at the Competitor's Briefing will not be allowed to compete. The onus is on the competitor to be present at the time and place stated.
- 16.2 The onus of responsibility for the conduct of crew will at all times be on the Entrant / Competitor. Any misbehaviour on the part of the crew will not be tolerated and the competitor will be liable to exclusion from the event for any breach of these regulations or refusal to obey instructions from Officials of the meet. No crew is permitted on the circuit at any time without the express permission of the Clerk of the Course. Smoking is forbidden anywhere in the competition area including the Pits. 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 competitor liable to exclusion from the event.
- 16.3 The drinking of any alcoholic beverages or intoxication by any other means (e.g. narcotics) is absolutely forbidden and any competitor or crew found guilty of such an offence will incur the immediate exclusion of the competitor from the competition and removal from the track, and referral to their respective ASN for further sanctions.
- 16.4 If any competitor is under 21 years of age, the consent and signature of his/her parent or legal guardian must appear on the entry form.

#### 17. TYPE OF CLASSES

##### 17.1 Championship

- |                              |  |
|------------------------------|--|
| A.) Mini ROK (National Only) | - Drivers who are between 10-13 years of age as of January 1, 2008   |
| B.) Junior 125 (Zone)        | - Drivers who are between 13-16 years of age as of January 1, 2008   |
| C.) Senior 125 (Zone)        | - Drivers who are 15 years of age or over as of January 1, 2008.<br>*Must be in possession of a CIK International A, B or C license. |
| D.) Veteran 125 (Zone)       | - Drivers who are 45 years of age or over as of January 1, 2008.<br>*Must be in possession of a CIK International A, B or C license. |

#### 18. PRIZE GIVING

See ASRs

#### 19. SCRUTINEERING

The eligibility of all karts taking part in the competition will be checked by the duly appointed Scrutineers who shall not be required to give any reason for a decision they may take, but may at their absolute discretion require a competitor to comply with their request. Competitors deciding against will be excluded from the competition.

**\*Technical details for competitor karts as per Appendix A.**



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## 20. GENERAL UNDERTAKING

- 20.1 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.
- 20.2 The right to associate the name of a company, or a commercial make to the Event is exclusively reserved for the Organizer.
- 20.3 Only the ASN is entitled to grant waivers to these Sporting Regulations.

## 21. GENERAL CONDITIONS

- 21.1 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
- 21.2 Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.
- 21.3 The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity.
- 21.4 Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials, which have been handed to them.

## 22. PRINCIPLE AND RUNNING

- 22.1 The **CKC** is run over several events different tracks to be designated by the Organizer.
- 22.2 Each Event will have the status of an **MPT Championship**.
- 22.3 Each Event will comprise two races in the final phase named «Pre-Final» and «Final». The distances of the Pre-Final and Final, from the starting signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances of 10, 15 and 20km (Cadet, Junior and Senior) respectively. The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The Line consists of a single line across the track. The final classification of the Event will be the classification of the Final.
- 22.4 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.

## 23. ENTRANTS APPLICATIONS

- 23.1 Applicants must hold valid Entrants International Karting Licences and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA.
- 23.2 Applications to participate in the Event must be submitted by the Entrants to CKC at the latest 15 DAYS prior to the event by means of the entry form supplied by the CKC and must be accompanied by the entry fees to the order of the CKC organizer on the Friday before every event and must be accompanied by the entry fees.



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- 23.3 All candidatures will be studied by the CKC, 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
- 23.4 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;
- 23.5 The organizer reserves the right to limit the number of entries per event.

## 24. ELIGIBLE KARTS AND EQUIPMENT

- 24.1 The Event is reserved for CIK Homologated karts, as defined by the CKC Technical Regulations.
- 24.2 The Entrant must enter the same chassis, engines and tires combination for the Event. No change of combination shall be accepted after the entry list has been made official by the CKC.
- 24.3 *Each Driver will be entitled to submit to Scrutineering the following equipment:*

**(“SEE SUPER SERIES TECHNICAL REGULATIONS” FOR CLASSES & EQUIPMENT)**

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

### Change of equipment:

- 24.4 Changing engines, chassis, the chassis/engine unit and tires 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, Pre-Final and Final. Offenders will be excluded from that race.

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

- 24.5 The official tire make for the Championship is YOKOHAMA ADVAN. The compounds and sizes for the respective classes shall be indicated in the Technical Regulations. The local tire distributor will bring the tire to the Parc ferme for distribution to the entrants.

**DISTRIBUTION:** Tyres will be distributed in the Servicing Park, in exchange for a VOUCHER from the tire 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, Pre-Final, & Final.

## FUEL DISTRIBUTION REGULATIONS

- 24.6 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.



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The Driver buys VOUCHERS from the fuel Supplier and shall hand over a VOUCHER from the fuel Supplier to the Marshals at the Servicing Park in exchange for the amount of fuel that they paid for. The Driver or his mechanic must present to the Marshal a sealed can of the Oil that he is going to use and must mix the oil & fuel in the Servicing Park under the supervision of the Marshals.

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

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

Before Qualifying Practice, the Driver receives his fuel in the Servicing Park and loads it in his fuel tank – equipped with quick fixations-. After each Qualifying Practice (Time Trial), Qualifying Heat and Race 1 or the Pre-Final, the Driver may refill his fuel tank at the finish in the Servicing Park; he then hands over his tank - equipped with quick fixations - in the Servicing Park. The whole proceeding described in this paragraph must be carried out within the Servicing Park.

The fuel and the tank shall not leave the Servicing Park.

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 be full, closed and capped when it is taken to the Servicing Park.

A Driver may bring one tank only into the Servicing Park.

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

- 24.7 Racing numbers shall comply with the provisions of Article 2.24 of the CIK Technical Regulations.
- 24.8 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.
- 24.9 The flag of the Driver's nationality must be that of the nationality of his license.

## **25. SPORTING CHECKS AND SCRUTINEERING**

- 25.1 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.
- 25.2 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.
- 25.3 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 CKC.
- 25.4 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.
- 25.5 No kart may participate in an Event unless it has been checked by the Scrutineers.
- 25.6 At any time during an Event, the Scrutineers may:
- a) check the eligibility of the kart or of the Driver's equipment,



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- b) require a kart to be dismantled by the Entrant to make sure that the conditions of eligibility and conformity are fully satisfied,
- c) require an Entrant to supply them with such parts or samples as they may deem necessary.
- d) 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.
- e) The Clerk of the Course may require that any kart involved in an accident be stopped and checked.
- f) 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.
- h) The Stewards will publish the findings of the Scrutineers concerning every karts controlled and will place them at the disposal of other Entrants on request. These findings will not include any specific figures except concerning fuel tests.
- i) Submitting a kart to Scrutineering shall be considered as an implicit statement of conformity.
- j) 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.
- k) M. Racing numbers and possible advertising signs shall be on the kart when the equipment is submitted to Scrutineering.
- l) A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

25.7 At the Event, the event Organizer and the Stewards will control all licences.

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

## 26. BRIEFING

- 26.1 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.
- 26.2 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.
- 26.3 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. The meeting shall always be held before Qualifying Practice or the first Qualifying Heat. Extra meetings may be organised if this is deemed necessary.
- 26.4 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.



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Before they can be allowed to continue the meeting, a mandatory fine of 125 Euros or 100 U.S. Dollars, 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.

## 27. GENERAL SAFETY

- 27a 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.
- 27b 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.
- 27c 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.

- 27d Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Repairs Area determined by the Supplementary Regulations or during the Briefing.
- 27e If refueling is authorized, it may be carried out only in an area provided for this purpose.
- 27f Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorized to touch a stopped kart unless it is in the Repairs Area.
- 27g 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.
- 27h 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.
- 27i 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.
- 27j 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.
- 27k If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.



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- 27l No Driver may leave the Repairs Area without having been invited to do so by Marshals.
- 27m 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.
- 27n 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.
- 27o 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.
- 27p 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.
- 27q It is forbidden to circulate with motorbikes, scooters or any other motorized devices in the Paddock.
- 27r The Organizer 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.
- 27s In the case of a «wet race» (conditions signaled by means of a panel by the Race Direction or 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 dangerous for other Drivers.

**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**

## 28. NUMBER OF KARTS ALLOWED ON THE TRACK

- 28.1 The number of karts allowed on the track is limited to 34 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. **Two 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. 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.

### 28.2 Qualifying Heats

**Each Qualifying Heat will have a DISTANCE of approximately 6, 8 or 10 km according to the age bracket of Drivers (Cadet & Mini Rok/Juniors/Seniors).**

**Final Phase:** 34 Drivers will compete in the final phase over a total distance of 30 km for Cadet & Mini ROK, 40 km for junior & 50 km for Senior, which will be run according to the following format : Pre Final and Final.



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\* **Pre Final** (Cadet/Mini Rok 12 km, Junior 18 km, Senior 22 km) : Starting positions according to the number of points allocated in the Qualifying Heats. The first six Drivers qualified in the Second Chance Heat will have the last positions respecting the finishing order of the Second Chance Heat.

\* **Final** (Cadet/Mini Rok 18km, Junior 22 km, Senior 28 km): Starting positions determined by the classification of the Pre Final.

## 29. RUNNING OF THE EVENT

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

### 29.2 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 authorisation 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.

29.3 **Non-Qualifying Practice:** The programme of the Event must provide for non-Qualifying Practice for the category. It is reserved for Drivers who have passed the Sporting Checks and Scrutineering.

### 29.4 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. Two 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.

Any Driver having crossed the line drawn at the exit of the start area will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the start area. Any lap fully covered is counted. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she will not be allowed to restart.

The time retained is that of the best lap covered during the two sessions. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties. The final classification of Qualifying Practice will be drawn up as follows:

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



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- 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.

## 29.5 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 classification in Qualifying Practice. If the Drivers have been divided into 5 groups or more, the first 34 classified Drivers will be qualified for the final phase.

## 29.6 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.



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- 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.

29.7 **Final phase:** 34 Drivers will compete in the final phase (Pre-Final & Final) over a total distance of 30km for Cadet & Mini ROK, 40Km for Junior & 50 km for Senior, which will be run according to the following format: Pre-Final and Final.

\* **Pre-Final** (Cadet & Mini Rok 12km, Junior 18 Km, Senior 22 km): Starting positions according to the number of points allocated in the Qualifying Heats. The first six Drivers qualified in the Second Chance Heat will have the last positions respecting the finishing order of the Second Chance Heat.

\* **Final** (Cadet & Mini Rok 18 km, Junior 22 km, Senior 28 km): Starting positions determined by the classification of the Pre-Final.

### 30. STARTING GRID

- 30.1 At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.
- 30.2 Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the final phase.
- 30.3 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.
- 30.4 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.
- 30.5 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.

### 31. STARTING PROCEDURE

- 31a The start signal shall be given by means of lights.
- 31b The type of start will be «rolling», the grid being constituted of two lines of karts.
- 31c To give the start, the Clerk of the Course *or his designated representative/Starter* shall be placed on a platform located at least 5 meters from the trackside and behind a permanent protecting barrier.
- 31d A Yellow Line shall be painted 25 m ahead of the Start Line. It is forbidden to accelerate before having crossed that line. For rolling starts, this Yellow Line will also be materialized by a row of soft cones (1 cone on each side of the track and 4 cones placed on the centre line of the track).
- 31e 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.



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- 31f Karts will cover approximately one Formation Lap before the start may be given. It is forbidden to overtake another Driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat).
- 31g 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.
- 31h 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 materialized on the track and indicated by the Clerk of the Course at the Briefing.
- 31i If he considers that a Driver has been immobilized 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.
- 31j The Clerk of the Course will give the start as soon as he is satisfied with the formation.
- 31k 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.
- 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.***
- 31l 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.
- 31m Rolling starts: At the end of the Formation Lap, Drivers will proceed forward at a reduced speed towards the Starting Line, lined up in two lanes of karts. When the karts approach, the red lights will be on. No kart may accelerate or overtake before crossing the Yellow Line and under no circumstances before the red lights have been switched off. If he is satisfied with the formation, the Clerk of the Course/Starter will give the start by switching off the red lights. If he is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.
- 31n 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.

## 32. STOPPING THE RACE

- 32.1 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.



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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:

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

32.2 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.

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

1. 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 45 (RESTARTING THE RACE) of these Sporting Regulations will apply;
2. 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 Parc Fermé, 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;
3. 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:
4. 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,
5. karts or rescue vehicles may be on the track,
6. the circuit may be totally blocked because of an accident,
7. the weather conditions may have made it impossible to drive on the circuit at racing speed.

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

### 33. RESTARTING THE RACE

33.1 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.



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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 (except in a final phase Race) when the red flag was shown will be allowed to take the new start, either in their original kart, or with a reserve kart. The first kart and the reserve kart are allowed in the Servicing Park.

Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped. The new grid will be formed in a single file. The result of a race which has been stopped and restarted is the addition of the times of the stopped race and those of the race held after the restart.

## 34. FINISH

- 34.1 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.
- 34.2 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.
- 34.3 After having received the signal indicating the end of the race, all karts shall directly go to the Parc Fermé, without stopping and without any help (except that of marshals if necessary). Any classified kart unable to reach the Parc Fermé by its own means will be placed under the exclusive control of marshals, who will supervise the taking of the kart to the Parc Fermé in a regular manner.
- 34.5 For a finish to be considered valid, a Driver must have crossed the Finish Line seated at the wheel of his kart.

## 35. DEAD HEAT

- 35.1 ***In case of a Dead Heat, the Electronic timing system shall be used as the basis for determining the finishing position.***
- 35.2 ***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.***

## 36. PARC FERMÉ

- 36.1 Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.



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36.2 As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the FinishLine and the entrance to the Parc Fermé.

36.3 The Parc Fermé shall be large and protected enough to ensure that no unauthorised person may have access to it.

## 37. FINAL CLASSIFICATION

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

## 38. INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

38.1 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.

## 39. INCIDENTS

39.1 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.

39.2 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.

39.3 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.

39.4 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.

## 40. PROTESTS AND APPEALS

40.1 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 S\$1000.00 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).



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#### 41. FINES

41.1 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.

#### 42. PODIUM CEREMONY

42.1 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.

#### 43. AWARDS – CHAMPIONSHIP & ENDURANCE RACE

1 <sup>ST</sup> Place	S\$3,000.00 + Trophy
2 <sup>nd</sup> Place	S\$2,000.00 + Trophy
3 <sup>rd</sup> Place	S\$1,000.00 + Trophy
4 <sup>th</sup> Place	Trophy
5 <sup>th</sup> Place	Trophy
6 <sup>th</sup> Place	Trophy
7 <sup>th</sup> Place	Trophy
8 <sup>th</sup> Place	Trophy

#### 44. PROTESTS

Any protest must be addressed to the Secretary of the Meeting.

Protest Fee	S\$1,000.00
Protest Against Eligibility	S\$1,000.00 plus S\$2,000.00 deposit for dismantling

\*All Protest Fees are to be paid in cash

#### 45. POSTING OF RESULTS

Results of each batch of runs will be announced over the public address system as soon as possible after the runs and at the same time will be posted publicly at the Race Control and Paddock. Results will be considered official half an hour after posting provided there are no protests.

#### 46. ADVERTISING

46.1 The sponsors of this event are TBA

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

#### 47. FLAG SIGNALS

The following signals will be used:

Green Flag	-	Start of race or practice
Yellow Flag	-	Accident within zone, no over-taking allowed, proceed with caution
Red Flag	-	All competitors will immediately stop racing
Black	-	Driver to immediately leave the track and return to paddock/ holding bay



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## 48. PROGRAMME OF THE MEETING

Saturday 27<sup>th</sup> December 2008 – Championship Race  
Sunday 28<sup>th</sup> December 2008 – Championship Race  
Monday 29<sup>th</sup> December 2008 – Championship Race  
Tuesday 30<sup>th</sup> December 2008 – Endurance Qualifying  
Wednesday 31<sup>st</sup> December 2008 – Endurance Race



Affiliated to:



FÉDÉRATION INTERNATIONALE  
DE L'AUTOMOBILE



COMMISSION INTERNATIONALE  
DE KARTING-FIA



FÉDÉRATION INTERNATIONALE  
DE MOTOCYCLISME