

HONG KONG KART CLUB - CLUB RACES

2011 SPORTING REGULATIONS – REV.4

27 JUNE 2011

ORGANIZER:

The Hong Kong Kart Club Limited (HKKC)

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Hong Kong

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E-mail Address: hkktc@hkolympic.org

Facebook: **Hong Kong Kart Club** 香港小型賽車會

RACE VENUE: (Please note Race Venue maybe subject to change)

深圳市极速赛车场

深圳市寶安区

沙井街道黃埔上南东路

Track Tel no.: (86) (755) 2989 7388

Webpage: www.szkarting.com

TRACK: Approx.1200 Meters long, minimum 8m wide track width

珠海金蘋果小型賽車場

珠海市淇澳島金蘋果游樂園內

Track Tel no. (86) (756) 3388 088

TRACK: Approx.1200 Meters long, minimum 8m wide track width

廣東三水森林賽車會

廣東佛山市三水区

西南鎮森林公園內

Track Tel no.: (86) (757) 8782 1018

Webpage: www.ss-karting.com

TRACK: Approx.1200 Meters long, minimum 8m wide track width

清遠紅火賽車場

廣東清遠清新樂園內

Track Tel no.:(86) (763) 5862 622 Ext. 7889**Webpage: www.qxhotspring.com****TRACK:** Approx.1200 Meters long, minimum 8m wide track width**RACE DIRECTION:** Clockwise or Anti-clockwise**CLASSES:**

A) Senior 125 Open Class A

B) Senior 125 Open Class B

C) Yamaha Open Class

D) Junior 125 Open Class

E) Veteran 125 Open Class (Race will be jointed with Class A)

RACE SCHEDULE: (Please note Race Schedule maybe subject to change)**Senior 125 Open Class A, Veteran Class & Class B**

<u>Race</u>	<u>Date</u>	<u>Venue</u>
1st Race	27 March 2011	珠海金蘋果小型賽車場
2nd Race	05 June 2011	廣東三水森林賽車會
3rd Race	31 July 2011	廣東三水森林賽車會
4th Race	21 August 2011	To Be Confirmed
5th Race	18 September 2011	To Be Confirmed
6th Race	09 October 2011	To Be Confirmed

Yamaha Class

<u>Race</u>	<u>Date</u>	<u>Venue</u>
1st Race	20 February 2011	珠海金蘋果小型賽車場
2nd Race	27 March 2011	珠海金蘋果小型賽車場
3rd Race	05 June 2011	廣東三水森林賽車會
4th Race	31 July 2011	廣東三水森林賽車會
5th Race	21 August 2011	To Be Confirmed
6th Race	18 September 2011	To Be Confirmed

Junior 125 Open Class

<u>Race</u>	<u>Date</u>	<u>Venue</u>
1st Race	27 March 2011	珠海金蘋果小型賽車場
2nd Race	05 June 2011	廣東三水森林賽車會
3rd Race	31 July 2011	廣東三水森林賽車會
4th Race	21 August 2011	To Be Confirmed
5th Race	18 September 2011	To Be Confirmed
6th Race	09 October 2011	To Be Confirmed

RACE PROGRAMME:

(Please note Race Programme maybe subject to change)

Saturday

Scrutineering

Free Practice

First-time Drivers (Rookie) Assessment

Sunday

One Session of 10 Minutes Free Practice

One Session of 5 Minutes Qualifying Time Practice

Two Sessions of 15 Laps Qualifying Heats (12 Laps for Open 125 Class B)

One Session of 25 Laps Final (20 Laps for Open 125 Class B)

ENTRY FEE:

Entry Fee: **Senior 125 Open Class A, Veteran Class & Class B**

Entry Fee for entering each single race:

RMB1,900.00 (including 1 set of Maxxis HG3 dry tires (4 nos.), 1 bottle of Engine Oil (Brand: ROCK OIL) & transponder rental during the race). Additional RMB200.00 will be charged for driver entering Veteran Class.

Discount for entering five races or more:

RMB1000.00 will be sponsored by the organizer for participant entering five races or more; the RMB1000.00 will be refunded to participant at the end of the last race.

Yamaha Class

Entry Fee for entering each single race:

RMB1,700.00 (including 1 set of Maxxis HG3 dry tires (4 nos.), 1 bottle of Engine Oil (Brand: ROCK OIL) & transponder rental during the race)

Discount for entering five races or more:

RMB1000.00 will be sponsored by the organizer for participant entering five races or more; the RMB1000.00 will be refunded to participant at the end of the last race.

Junior 125 Open Class

Entry Fee for entering each single race:

RMB1,700.00 (including 1 set of Maxxis HG3 dry tires (4 nos.), 1 bottle of Engine Oil (Brand: ROCK OIL) & transponder rental during the race)

Discount for entering five races or more:

RMB1000.00 will be sponsored by the organizer for participant entering five races or more; the RMB1000.00 will be refunded to participant at the end of the last race.

Entry And	RMB200.00 will be applied for entry after 12:00hrs, Friday.
Late Charges:	RMB400.00 will be applied for entry after 12:00hrs, Saturday. No entry will be allowed on Sunday.
Race Fuel:	Participant will need to purchase fuel from the fuel supplier at the race track.

PRIZES AND SPONSORSHIPS:

Yamaha Class

Yamaha Class Yearly Final Champion (Hong Kong Kart Club Full Member)

will be entitled to receive full sponsorship from the organizer to participate the Yamaha SL Japan Karting Championship (Including round trip air tickets, hotel accommodations, food, local transportations, all entry fee, complete chassis, tires, fuel, lubricants, engine, a mechanic and hardware deem for the race), and

one (1) no. of free Xzuit Race-suit.

Yamaha Class Yearly Final Champion (Hong Kong Kart Club Full or Temporary Member) will receive one (1) unit brand new Yamaha KT-100 engine.

Yamaha Class Yearly Final Champion (Hong Kong Kart Club Full or Temporary Member): The entry fee for the last round of the China National Championships, 1 set (4 nos.) of Maxxis HG3 dry tires, 6 bottles of Engine Oil (ROCK Oil).

Yamaha Class Yearly Final Runners-up (Hong Kong Kart Club Full or Temporary Member): The entry fee for the last round of the China National Championships, 6 bottles of Engine Oil (ROCK Oil).

Yamaha Class Yearly Final Second Runners-up (Hong Kong Kart Club Full or Temporary Member): The entry fee for the last round of the China National Championships.

Senior 125 Open Class A - Rotax Max Driver

Rotax Max Senior 125 Yearly Final Champion running in the Senior 125 Open Class A (Hong Kong Kart Club Full Member) will be entitled to participate in the DD2 class of the “Rotax Max Challenge Grand Finals”. (Chassis, Engines and tires will be provided for free by the organizer of the Grand Finals), and one (1) no. of Free Xzuit Race-suit.

Senior 125 Open Class A - Rotax Max Driver Yearly Final Champion (Hong Kong Kart Club Full or Temporary Member): The entry fee for the last round of the China National Championships, 1 set (4 nos.) of Maxxis HG3 dry tires, 6 bottles of Engine Oil (ROCK Oil).

Senior 125 Open Class A - Rotax Max Driver Yearly Final Runners-up (Hong Kong Kart Club Full or Temporary Member): The entry fee for the last round of the China National Championships, 6 bottles of Engine Oil (ROCK Oil).

Senior 125 Open Class A - Rotax Max Driver Yearly Final Second Runners-up (Hong Kong Kart Club Full or Temporary Member): The entry fee for the last round of the China National Championships.

Prizes for Each Race for Rotax Max and Yamaha Drivers

Prizes (i.e. karting equipment) will be awarded to the top 5 Rotax Max and Yamaha Drivers after each race.

ELIGIBLE DRIVER TO PARTICIPATE THE RACE

A) Senior 125 Open Class A:

Driver participates in Class A must meet the following criteria:

- 1) At least 15 years old;
- 2) Possess 90 points from Senior Class B;
- 3) Posses a valid 'Club Race Level' Kart Competition License issued by HKKC
- 4) Exemption: Driver with equivalent qualification can be reviewed by the HKKC and can be exempted from the above criteria.

B) Senior 125 Open Class B:

Driver participates in Class B must meet the following criteria:

- 1) At least 15 years old;
- 2) For first-time driver, he/she must posses a HKKC Senior Racing Training Certificate;
- 3) Posses a valid 'Club Race Level' Kart Competition License issued by HKKC
- 4) Exemption: Driver with equivalent qualification can be reviewed by the HKKC and can be exempted from the above regulation.

C) Yamaha Class

- 1) At least 12 years old;
- 2) For first-time participant (driver), he/she must posses a HKKC Junior Racing Training Certificate or a HKKC Senior Racing Training Certificate;
- 3) Holding a valid 'Club Race Level' Kart Competition License issued by HKKC
- 4) Exemption: Driver with equivalent qualification can be reviewed by the HKKC and can be exempted from the above regulation.

D) Junior 125 Open Class

- 1) Age between 12 to 16 years old;
- 2) For first-time driver, he/she must posses a HKKC Junior Racing Training Certificate;
- 3) Holding a valid 'Club Race Level' Kart Competition License issued by HKKC
- 4) Exemption: Driver with equivalent qualification can be reviewed by the HKKC and can be exempted from the above regulation.

E) Veteran 125 Open Class

- 1) At least 45 years old;

- 2) For first-time driver, he/she must possess a HKKC Senior Racing Training Certificate;
- 3) Posses a valid 'Club Race Level' Kart Competition License issued by HKKC
- 4) Exemption: Driver with equivalent qualification can be reviewed by the HKKC and can be exempted from the above regulation.

ENTRANTS APPLICATIONS

- 1) All originals must be submitted during Registration prior to the event and must be accompanied by the entry fees to the order of the organizer.
- 2) All candidatures will be studied by the Organizer, which will publish the list of karts and Drivers accepted, with their racing numbers.
- 3) Applications shall include the name of the Driver and Confirmation that the applicant has read and understood the Code, the CIK General Prescriptions, the Appendices, these Sporting and Technical Regulations and agrees, on his/her own behalf and on behalf of everyone associated with his participation in the Event, to respect them;
- 4) The organizer reserves the right to limit the number of entries per event.

GENERAL UNDERTAKING

- 1) The final text of these Sporting and Technical 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.
- 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 and Technical Regulations.
- 3) The Event is governed by these Sporting and Technical Regulations, and any Additional Supplementary regulations and/or Amendments or Instructions issued by the organizer shall have the same force as the regulations published herein. The organizer reserves the right to implement, alter, or delete any of these regulations and prescriptions at anytime.
- 4) The regulations of the event also consists the Supplementary Regulations in English.

- 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 Organizer is entitled to grant waivers to these Sporting and Technical Regulations.
- 7) It is the Entrant's/Driver's responsibility to ensure that every person concerned by his entry observes all the provisions of the Code, the Technical Regulations and these Sporting Regulations. If an Entrant/Driver is unavailable to be present in person at the Event he must nominate his/her 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/Driver for ensuring that the provisions are observed.
- 8) The Entrant/Driver 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. The Stewards reserved the right to disqualify any entrant and driver at anytime who is in breach of any of these sporting, technical and supplementary regulations.
- 10) Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials (if any), which have been handed to them.

DRIVERS BRIEFING

- 1) Definition: The Entrants' and Drivers' Briefing is a meeting organized by the Clerk of the Course for all Entrants and Drivers entered in the Event.
- 2) Aim of the Briefing: To remind Entrants and Drivers of the specific points of the Supplementary Regulations concerning the organization 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.
- 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. Extra meetings may be organized if this is deemed necessary.
- 4) The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction. Attendance Sheets shall be signed by Drivers.

- 5) For late drivers: Before they can be allowed to participate the briefing, a mandatory fine of RMB500.00 which must be paid to the ORGANIZER, via the Stewards, will be inflicted on any Driver who does not attend the Briefing.
- 6) Driver will be excluded from the event without attending the briefing.

GENERAL SAFETY

- 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.
- 2) During the 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.
- 3) During the Practice, the 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. It is the sole duty of the Driver to remove the kart from the dangerous spot, if the Driver is unable to remove the kart from a dangerous position, 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 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 Assembly Area during the interval and may participate in the second part of Practice.
- 4) During the Qualifying Practice, the Qualifying Heats, and the races of the final phase, any repairs with tools are banned outside the Assembly and the Departure Area. It is forbidden to take any tools and/or spare parts on board the kart. The Driver can receive help only in the Assembly Area or Departure Area determined by the Supplementary Regulations or during the Briefing.
- 5) Except in cases expressly provided for by the Regulations or by the Code or by Safety Reason, no one except the Driver is authorized to touch a stopped kart unless it is in the Assembly or the Departure Area.

- 6) When the track is closed by the Race Director during and after Practice and after the finish until all concerned karts, whether they are mobile or not, have arrived at the «Finish» Departure Area 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.
- 7) During Qualifying Practice, the Qualifying Heats and the races of the final phase, the kart may be restarted only by the Driver himself, except if he/she restarts from the Assembly Area. The Driver cannot receive any outside help on the track during the running of an Event, except in the Assembly and the Departure Area, which he may reach only by his own means.
- 8) A speed limit will be imposed in the pit lane and in the Departure and the Assembly 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.
- 9) If a Driver is faced with mechanical problems during Practice (no matter kart is running or not), the Qualifying Heats or the Race(s) of the final phase, he/she must evacuate the track as soon as possible for safety reasons.
- 10) If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.
- 11) No Driver may leave the Departure Area and enter the Assembly Area without having been invited to do so by Marshals.
- 12) 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.
- 13) Any Driver who intends to leave the track, to return to the Departure Area or to stop in the Assemble Area shall demonstrate his intention in due time and shall ensure that he may do so safely.
- 14) 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 Departure Area and remedy the breach before rejoining the track.

- 15) When they participate in the Practice or Qualifying Practice, in the Qualifying Heats or the Races of the final phase, Drivers must at all time wear the full equipment defined under Article 3 of the CIK Technical Regulations.
- 16) It is forbidden to circulate with motorbikes, scooters or any other motorized devices in the Paddock. It is also forbidden to play or practice any kind of ball games anywhere within the Paddock Area and the Circuit.
- 17) 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.
- 18) 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.
- 19) 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
- 20) Minimum Width – Wet Race – The outer edge of the 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.

NUMBER OF KARTS ALLOWED ON THE TRACK

The number of karts allowed on the track is limited to 34.

Qualifying Time Practice (5 minutes, may vary depends on the programme of the race)

Driver who has passed Scrutineering and the Drivers Briefing is deemed to participate the Qualifying Time Practice, by drawing lots in the presence of at least one Steward (subject to the number of entries). One 5 minutes session are provided for each driver. During the 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 session. If no time is taken into account for a Driver, he/she 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.

Two Qualifying Heats (15 Laps per Heat (12 Laps for Senior Open 125 Class B), may vary depends on the programme of the race)

There will be 2 Qualifying Heats. Starting positions will be in accordance to the result of the Qualifying Time Practice.

Final (25 Laps (20 Laps for Senior 125 Open Class B), may vary depends on the programme of the race)

Starting positions determined by the consolidated results of the Qualifying Heats. The Final will comprise a maximum number of 34 Drivers.

RUNNING OF THE EVENT

The Event will comprise of Free Practice, Qualifying Time Practice, Qualifying Heats, and a Final. Any of the Free Practice, Qualifying Time Practice, and Qualifying Heat may be cancelled if the race schedule is not allowed.

The following disciplines applied in the Assembly and the Departure Area and on the track as well as the safety measures will be the same for all practice sessions as those applied for the Qualifying Heats and the race(s) of the final phase.

1) Free Practice

The Clerk of the Course or the Race Director may interrupt the Free 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, he/she may be refused the authorization to participate in any other Practice session or any part of the race. The Race Director or the Clerk of the Course, with the Stewards' agreement, may decide not to resume the Free Practice session after such an interruption. Should one or several Free 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.

2) Qualifying Time Practice

Driver who has passed Scrutineering and the Drivers Briefing is deemed to participate the Qualifying Time Practice, by drawing lots in the presence of at least one Steward (subject to the number of entries). One 5 minutes session are provided for each driver. During the 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/her 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 session. If no time is taken into account for a Driver, he/she 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.

3) Qualifying Heats

Two Qualifying Heats will be run with all the Drivers. The starting grid will be established on the basis of the results of Qualifying Time Practices.

- 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, Drivers will be classified for the Final based on their finishing position

4) Final

Starting positions will be determined by the consolidated results of the Qualifying Heats.

STARTING GRID

- 1) At the end of the Qualifying Time Practice session, the list of qualified Drivers as well as the starting grids will be officially published.
- 2) Only the qualified Drivers will be allowed to take the start of the Qualifying Heats and / or of the final phase.

- 3) Any Entrant/Driver whose kart is unable to take the start for any reason whatsoever or who has good reasons to believe that his kart 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.
- 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.
- 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.

STARTING PROCEDURE

- 1) The start signal shall be given by means of Flags.
- 2) The type of start will be «rolling», the grid being constituted of two lines of karts.
- 3) To give the start, the Clerk of the Course or his designated representative/Starter shall be placed on a platform located at the trackside and behind a permanent protecting barrier.
- 4) As soon as the Clerk of the Course/Starter indicates with the starting flag with a Hong Kong Kart Club Logo (this particular starting flag will be demonstrate to drivers during the drivers briefing), 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.
- 5) 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 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.

- 6) 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.
- 7) 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.
- 8) Two Start Lanes in approximate 2 meters wide and 110 meters long will be established parallel to each other. All Drivers must drive their kart inside the Start Lanes before the start. (3 seconds penalty will be given to driver that drives their kart on the line of the Start Lane and 10 seconds penalty will be given to driver that drives their kart out of the Starting Lane).
- 9) The start will be started in a 'Rolling Start' format: At the end of the Formation Lap, Drivers will proceed forward at a reduced speed within the two Start Lanes and lined up in two parallel lines. When the karts approach the Starting Line, the Clerk of the Course will give the start as soon as he is satisfied with the formation. When the Clerk of the Course is satisfied with the formation, the starting flag with a Hong Kong Kart Club Log will be displayed. No kart is allowed to accelerate or overtake before the starting flag is displayed. Once the starting flag is given, the race will start. At that time, all karts must stay within the start lane to accelerate, and are only allowed to overtake after they have passed the Starting Line. 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.
- 10) 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 before the procedure was stopped will be allowed to take the start of the new Formation Lap.

11) 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.

12) 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.

STOPPING THE RACE

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:

- 1) During Free Practices: all karts shall immediately reduce speed and go back slowly to the Departure Area, and all karts abandoned on the track shall be removed;
- 2) During Qualifying Practice: all karts shall immediately reduce speed and go back slowly to the Departure Area, and all karts abandoned on the track shall be removed, 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.

2.1) Any lap fully covered is counted during the qualifying practice; this mean the best time retained in the qualifying practice will count.

2.2) If no time is being taken for a driver due to the above incident/accident, he/she will be given a chance to re-qualify. The driver will be given the same amount of time to qualify before race stopped.

3) During the Qualifying Heats: all karts will immediately reduce their speed and go back slowly to the Departure Area 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.

3.1) 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 (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 Heat will be considered as having finished when the leading kart crossed the line at the end of the lap prior to that during which the signal to stop was given;

4) During a Race of the final phase, all karts will immediately reduce their speed and go back slowly to the Departure Area 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.

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

- less than 75% of the distance scheduled for the (rounded up to the nearest higher whole number of laps). If the Race can be restarted, Case A or Case B under (RESTARTING THE RACE) of these Sporting Regulations will apply;
- 75% or more of the distance scheduled for the Race (rounded up to the nearest higher whole number of laps). The Race will be considered as having finished when the leading kart crossed the line at the end of the lap prior to that during which the signal to stop was given;

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

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

RESTARTING THE RACE

(For 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 or the track is cleared. 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 Assemble or the

Departure Area when the red flag was shown will be eligible to take the restart, either in their original kart. Unoccupied places on the grid shall remain vacant.

Under the conditions of Case A, working on karts will be allowed only in the Departure or the Assemble Area; it will even also be allowed to introduce spare equipment (only the equipment identified in the case of chassis and/or engines) in the Assembly or the Departure Area. Re-fuelling 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 2nd part will be given within 30 minutes after presentation of the red flag or the track is cleared. The length of the 2nd part of the race will be equal to the difference between the scheduled number of laps and the number of laps covered in the first part. The Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped and those who were in the Departure or the Assembly Area (except in a final phase Race) 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 race is 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

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

DEAD HEAT

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

PARC FERMÉ

- 1) Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these Officials.
- 2) As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
- 3) The Parc Fermé shall be large and protected enough to ensure that no unauthorized person may have access to it.
- 4) The Stewards reserved the right to disqualify any entrant and driver who is in breach of any of the sporting, technical and supplementary regulations.

FINAL CLASSIFICATION

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

CHAMPIONSHIP POINTS

Championship Points will be granted as follows:

For Qualifying Heat:

Heat One and Heat Two:

1st Position	25 points
2nd Position	22 points
3rd Position	20 points
4th Position	18 points
5th Position	16 points

6th Position	14 points
7th Position	12 points
8th Position	10 points
9th Position	8 points
10th Position	6 points
11th Position	5 points
12th Position	4 points
13th Position	3 points
14th Position	2 points
15th Position	1 point

No point will be given to driver below 15th Position.

For Final:

1st Position	50 points
2nd Position	44 points
3rd Position	40 points
4th Position	36 points
5th Position	32 points
6th Position	28 points
7th Position	24 points
8th Position	20 points
9th Position	16 points
10th Position	12 points
11th Position	10 points
12th Position	8 points
13th Position	6 points
14th Position	4 points
15th Position	2 points

No point will be given to driver below 15th Position.

- 1) Drivers who completed more than 2 Laps but less than 75% of will be awarded half championship points. Full points will be awarded for 75% or more lap count.
- 2) Championship points of the best four (4) rounds will only be counted for each class to determine the yearly final champion, yearly final runners-up, and yearly final second runners-up, as will as all other final positions.

SYSTEM OF WEIGHT

SYSTEM OF WEIGHT only applies to OPEN SENIOR 125 CLASSES.

Weight adjustment according to race result to be used in the next race:

1 st Position	add on 3 kgs
2 nd Position	add on 2 kgs
3 rd Position	add on 1 kg
4 th Position	reduce 1 kg in case addition from initial weight exists
5 th Position	reduce 2 kgs in case addition from initial weight exists
6 th Position	reduce 3 kgs in case addition from initial weight exists

Weight load applied to a winner kart shall not exceed 9kgs from initial weight.

INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

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

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:

- 1) provoked the stopping of a Race in application of Article 142 of the Code;
- 2) violated these Sporting Regulations or the Code;
- 2) jumped start;
- 3) have not respected flag signaling;
- 4) have caused one or several karts to take a false start;
- 5) have caused a collision;
- 6) have forced another Driver out of the track;
- 7) have illegally prevented a legitimate passing maneuver by a Driver;
- 8) have illegally impeded another Driver during a passing maneuver.
- 9) have illegally driven out of the start lane during the rolling starts.
- 10) deliberately blocked other driver(s) during the Qualifying Time Practice.

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.

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 or the cancellation of the three fastest times, the Stewards may decide refusing the driver to participate any part of the remaining race or disqualification.

PROTESTS AND APPEALS

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, and within 30 minutes after the posting of the classification of the races of the final phase. They shall be accompanied by protest fee of RMB1,500.00

- 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' judgment, pursuant to Articles 171 to 179 of the Code, in accordance with the provisions laid down in the Code (Chapter XIII).

FINES

A fine up to RMB500.00 may be inflicted on any Entrant, Driver, Mechanic, or Pit Crew 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.