

# 2019 ROK/Sonoma presented by Sanzaru Supplemental Rules

These rules are developed for the ROK Cup USA and Sanzaru Games Karting Championships. The Race Director will make the final interpretation of these rules. The series reserves the right to change the rules and penalties that are defined in this document at any time and its sole discretion. Cameron Race Promotions is the series promoter. If there are any questions or more clarifications are needed, contact the Event Coordinator Paula McCallister at [paula@cameronkarting.com](mailto:paula@cameronkarting.com)

## 1. Class/ages/weight/tire compound/tech rules that apply.

Class	Age *	Weight	Dry Tire	Tech Rules*****
Micro ROK	7 min - 9	230#	Bridge YLR	ROK Cup Rules
Mini ROK	8 -12	245#	Bridge YLR	ROK Cup Rules
Junior ROK	12 -15	320#	Bridge YLR	ROK Cup Rules
Senior ROK	15 and up	355#	Bridge YLR	ROK Cup Rules
Masters ROK	32 and up or 190# plus	390#	Bridge YLR	ROK Cup Rules
Junior ROK Shifter	12 -15	345#	Bridge YLR	ROK Cup Rules
Senior ROK Shifter	15 and up	395#	Bridge YLR	ROK Cup Rules
Master ROK Shifter	32 min & up	410#	Bridge YLR	ROK Cup Rules
125 Shifter Limited*	35 and up	400#	Bridge YLR	ROK Cup Rules
80 Masters	32 and up or 190# plus	375# (rear Brake only)	Bridge YLR	
80 Masters	32 and up or 190# plus	395# (front Brake karts)	Bridge YLR	
Senior 100cc Vortex ROK VLR or IAME KA100	15 and up	350#	Bridge YLR	ROK Cup Rules
Master 100cc Vortex ROK VLR or IAME KA100	32 min & up	380#	Bridge YLR	ROK Cup Rules

\* Restrictor 28mm purchased from series. Restrictor size and class weight subject to adjustment. All other chassis an engine rules per ROK Cup Masters shifter rules.

\*\*\*\*\* The tech rules for a class will be per the organization listed. Where there is a conflict between the rules of the listed organization and the SGKC Supplemental Rules, the SGKC Supplemental Rules will apply.

**Important Chassis Spec Note: All rear bumpers must be full-width bumpers for 2019, no exceptions.**

## 2. PARENTAL CONSENT RELEASE AND WAIVER:

- a. It is mandatory that at least one parent or legal guardian of a minor 17 years old or younger fully execute the Parental Consent and Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement before being allowed to participate at any sanctioned

event.

- b. The MINOR REPORT is to be signed by a parent or legal guardian at each event and reaffirms the agreement of Parental Consent.
- c. Any minor (under 18) that is a spectator or driver at our track must have a Parental Consent Release and Waiver Form on file at the track.
- d. **A new form must be filled out every calendar year. If you are bringing a minor with you that is not your child (a grandchild, friend of your child, niece/nephew, etc.) the child's parent needs to come to the track with you, or in advance to sign the release.**

### 3. New drivers

- a. Drivers with less than 4 races of experience may be required to start races from the back of the pack until they demonstrate they have the experience and skill to take a start at speed and from the middle of a race group in a safe manner. Drivers with less than 4 races of experience are expected to make this known at the time of registration or to the Race Director or Pre-Grid person before the first practice and make them aware of their lack of experience. Drivers with less than 4 races of experience are also required to have an X taped over the kart number on the rear number plate so that other drivers and race officials know which drivers have less than 4 races of experience.

### 4. Race Event Format

- a. Practice will be available the Saturday before the race.
- b. **After the Registration period, some classes may be grouped depending on the number of entries.**
- c. Sunday normally consists of:
  - i. One Practice session for each race group
  - ii. One 5 lap group qualifying session for each group, a maximum of 15 karts on the track.
  - iii. Two heat races that are 8 to 12 laps in length. The heat races grids are set by the Qualify results. One heat format may need to be used on certain situations like a rain event or when the event would run over the 6:00 pm track closure time.
  - iv. One Main Event that is from 15 to 25 laps in length, length to be shortened in case the race day is running overtime schedule. No racing engines can run after 6:00 pm.

### 5. Driver Equipment

- a. All helmets used must be full coverage (full face), with the face-shield installed, and designed for competitive motorsports use complying at: Snell SA or M 2010, Snell SA/K or M 2010 or later. CMS 2007 youth helmet, CMR 2007 youth helmet or later. SFI 24.1/2010, SFI 31.1/2010, SFI 41.1/2010, 12/2010 or later. Youth Helmets are not intended for adults. Moto-X helmets are not allowed. K98 and M2000, M2005 and SA2000 and SA2005 helmets are no longer allowed.
- b. Neck collar is mandatory and must appear as manufactured.
- c. Shoes must cover the ankle.
- d. Gloves are mandatory and must cover the hands to the wrist completely.
- e. Driver suit or driver jacket must be made of a scuff resistant material that is intended for kart racing application. Tough leather jackets are OK. If a jacket is used, driver pants must be of denim jean material or tougher. No sweat pants or lightweight pants.

- f. Micro ROK, Mini ROK drivers must use a rib/chest protector that is designed for karting. The chest protector must be of a hard material that will protect the chest area in case of contact with the steering wheel during an accident.
- g. Junior drivers (12-16) must use a rib protector that is designed for karting. The use of a rib protector is to give added protection to the rib area during an accident.
- h. Cameras & Camera Mounting.
  - i. Cameras are for personal use only and cannot be submitted to event officials to support an investigation, protest, or appeal. Only the event cameras will be used by officials regarding the official's decisions.
  - ii. Officials may install cameras on a competitors kart at any time as they see fit.
  - iii. Up to two (2) cameras (Go Pro or similar) per kart is allowed.
  - iv. Each camera and the clear protective casing is to have the last name of the Legal Entrant clearly printed on it. Cameras must be hard mounted by bolt and nut to a driver fairing or side pod. Mounting by use of any form of adhesive is prohibited. The Race Director or Tech Official may require additional measures.
  - v. Mounting any camera to the helmet in any way is prohibited at all times

## 6. General Paddock and Pit Lane rules

- a. No scooters, mopeds, quads, golf carts, roller blades, roller skates, or bicycles are allowed in the paddock or on the Hot Pit lane. Bikes are allowed in the paddock if the rider is 18 years of age or older.
- b. All competitors must have a good working order fire extinguisher, 5# minimum size, in their pit area that is both visible and easily accessible.
- c. A ground cover of at least 4 feet by 6 feet must be under a kart when in the racer's pit area.
- d. All refueling in the driver's pit area must be done over the ground cover.
- e. Pets are strongly discouraged at race events. Any pet brought to the races must be kept on a leash and in the competitor's pit area. The competitor is responsible for the behavior of any pet in their pit area.
- f. If there is a problem with the behavior of any pet and the competitor does not correct the situation after one warning, then the competitor is subject to being disqualified from the event and asked to leave the track immediately and take their pet with him or her.
- g. Absolutely no pets in the Hot Pit Lane Area.

## 7. Tires

- a. Rain tires must be Bridgestone YLPs. Slick tires must be YLRs.
- b. All slick tires must be Stamped Bridgestones for the race to qualify for Championship points.
- c. Same tires used in Qualify must be used for the rest of the event, except when an event must alternate between rains and slicks. Once a dry tire is marked, it is the only tire one must use for the event. The exception is rain tires where two sets of rain tires can be used during an event.
- d. If a dry race tire is damaged during the race event, the tire must be presented to the tech director along with a used race tire. The used tire will be marked and can be used in place of the damaged tire.
- e. Tires must be run as manufactured. Tire treatment is not allowed on tires used in

qualifying and races. Tires cannot have any external evidence of the application of any substance.

- f. Tire treatment is also not allowed on tires used in practice during a race event. If tires are seen in the paddock area with evidence of tire treatment, the tires and wheels will be impounded by the Tech Director or Race Director for the remainder of the event.
- g. If any tires are found during Qualify with evidence of tire treatment, the driver will be excluded from running that Qualify and the heat races. The Competitor must start the Main event from the last starting position. The treated tires and wheels will be impounded by the Tech Director for the remainder of the event. The treated tires also will be forfeited by the competitor. A replacement set of used tires/wheels must be presented to the Tech Director who will inspect, and the tires marked.
- h. If any competitor is caught putting tire treatment on the inside of the tires, the driver may be immediately disqualified, all earned points for the year will be forfeited and the driver will be suspended from all SGKC kart racing events at the Sonoma Raceway track for 12 months.
- i. Scrubbing tires on the PreGrid by lifting the rear of a kart with engine running and lowering the kart to the pavement surface is not allowed.

## **8. Spec Fuel and Oil**

- a. VP C12 is the spec fuel for all classes
- b. Oil to be Motul 2t Kart oil
- c. Fuel could be checked after Qualify, Pre-final and Main events.
- d. Fuel will be tested by one or more of the following methods:
  - i. The color test compared to samples mixed from the track available fuel and oil. A range of ¼ oz per gallon will be used.
  - ii. Digatron testing.
  - iii. IKF water testing.
  - iv. Two different chemical tests that look for performance additives.
- e. It is the responsibility of the competitors to assure that they mix fuel in a clean container and drain the karts fuel system of all old fuel prior to adding the spec fuel/oil mix.
- f. Ignorance of the fuel rules or poor mixing and preparation habits that could cause contamination from previous fuel/oil that is different from the series spec fuel/oil is no reason for leniency from race officials.
- g. If a competitor fails any one of the fuel tests, a DQ from the Qualify, Pre-final or Main will result.
  - h. A failure of the chemical test which would indicate the presence of a performance boosting substance is a severe infraction and additional penalties including expulsion from the ROK Sonoma series for up to one year could result. Any driver/crew that is caught deliberately cheating on fuel will be banned from the SKC series for at least one year.

## **9. Driver On-Track Expectations**

- a. When a driver is displayed a blue flag during a practice session, it is expected that the driver be courteous and give room to the faster drivers and point them by within the next lap.
- b. When displayed a blue flag during a race, a driver or drivers being displayed the flag must yield to the following expectations:
  - i. Drivers who are displayed a blue flag during a race are to understand that their

competitive driving must yield to the front runners who are still in contention for high point positions. To not follow the below expectations and thus interfere with the lead karts when they are lapping a slower kart will result in a significant penalty.

- ii. Once displayed the blue flag, a driver is to stay in the on-line area of the track but slow a bit on a straightaway to allow the faster drivers by.
- iii. Or a driver may slow in an off-line area of the track until the faster drivers get by.
- iv. If two drivers are racing for a position and both are shown the blue flag, the battle for position is to end until the faster drivers have made their pass. If there is a pass made between the drivers who are shown the blue flag, the pass will be reversed at the completion of the race.
  - c. Intentional bumping, repeated bumping or pushing another kart down the front straight is not allowed. Only one warning (rolled up black flag) will be given to a driver, thereafter penalties may be assessed. Repeated bumping that causes another competitor to lose control of their kart will be treated as rough driving and will most likely result in a penalty.
- d. Do not use the cut off areas of the track for anything except to stop a kart that is having kart problems or to stop a disabled kart. Use of the cut off areas during practice or a race could result in a DQ or position penalties.
- e. Cutting the course which results in an advantage to a driver may result in some sort of time or position penalty.

#### **10. Driver and Crew Conduct Expectations**

- a. The expectations of the ROK Sonoma Series is that drivers, crews, family and friends of drivers are expected to conduct themselves in a civil manner.
- b. Drivers are responsible for the conduct of crew, family and friends that attend a kart race event.
- c. Practice sessions are meant for drivers to tune up their karts and their skills. Wheel to wheel dicing is not allowed, even amongst drivers who are friends. Passes must be made clean with more margin of safety than in race situations. Drivers who know that other drivers are trying to make a pass are expected to yield at a safe spot on the track within a lap. Drivers who drive in practice in an overly aggressive or dangerous manner will be warned only once by the Race Steward, Flagman or Race Director and expected to comply with the feedback and expectations of these officials. A second warning during a practice day may result in exclusion from further practice for the day and possible additional penalties.
- d. When a driver is presented with a penalty due to an on track or tech situation, the driver will be allowed a couple of minutes of discussion with the race official communicating the penalty. Heated discussions by the driver or crewmember need to be avoided. Once the race official says the discussion needs to end, the driver is expected to end the discussion. The driver does have the right to register a protest. A protest does allow a second discussion to occur when cooler heads prevail or when new information can be discussed.
- e. All discussions dealing with penalties about driver conduct will be between the driver and the race official. In the case the driver is a junior driver, a parent of the driver may listen in to the discussion. The parent may ask only clarifying questions. No crew, sponsor or other person can be part of a discussion between a driver and a race official. The driver is responsible for the conduct of any other person who may join into a discussion between the driver and the race official unless allowed by the race official.

- f. Any driver or parent/crew/friend who conducts themselves in an argumentative manner with a race official are subject to a penalty or an additional penalty, which could include immediate exclusion from the event.
- g. Foul language is to be avoided at all race events. Penalties may be assessed for drivers and their crews who do not comply with this expectation once they have been warned.
- h. Displaying the finger to another driver or crew especially while on the race course will result in a penalty from three positions to disqualification if seen by a race official. Displaying the finger after one is displayed a black flag may result in a one race suspension.
- i. Heated and confrontational arguments between drivers and their crews with officials or other drivers and crews must be avoided. Penalties can result from such conduct depending on the severity and frequency of such conduct.
- j. Any driver or crew who initiates a fight or makes threatening statements to others at an event may be faced with immediate exclusion from an event or possible suspension from all race events for a period of up to one year.
- k. Drivers and their crew who are confronted with a threatening situation are expected to avoid retaliation. Not following this expectation could result in penalties even though the driver and crew did not initiate the confrontation.

## 11. Hot Pit Lane Rules

- a. During practice, the Hot Pit Lane does allow driving through the lane from the track exit to the track entrance. The hot pit lane can be a dangerous place. The following rules are to be followed by all drivers and crews to assure the safety of all in the Hot Pit Lane area.
  - b. Speed in the Hot Pit Lane is approximately 5 MPH. Any driver who exceeds this speed in the judgment of any race official will be given one warning. A second violation may result in the driver being suspended from practice or the loss of qualify or race positions.
- c. When coming onto the pit lane always pit to the paddock side of the pit lane. Drivers are never to stop on the track side of the pit lane, this is a through lane.
- d. Fuel is never allowed on the Hot Pit Lane. All refueling must be done in the paddock area.
- e. At the end of a practice or qualify session, all karts will be stopped at or near the scale area. Drivers are to put their karts back onto their kart stands in or near the scale area. Going through the pit lane back to the pre-grid area will not be allowed after the checked flag is displayed.
- f. During Practice and Qualifying, the Hot Pit lane is restricted to drivers and crews with the appropriate colored wristband.
- g. Kids under 12 who are not entered race drivers are not allowed in the Hot Pit area during practice and qualifying. Absolutely no pets allowed in the Hot Pit Lane area.
- h. During the Qualify session, Pre-Main and Main events, the Hot Pit Lane is closed to through traffic. All karts that exit the track at the scale area must stop. One's qualify, or race is done at that time. The exception to this is on the parade lap of the Pre-Main and Main where if a kart goes to the Hot Pit, the driver must stop in the scale area, adjustments can be made. Crews have 60 seconds to effect repairs. The driver then can PROCEED DOWN THE HOT PIT LANE AT A 5 MPH SPEED and can re-enter the race but must do so from the rear of the race grid. Excessive speed in the Hot Pit lane or not starting the race at the rear of the race grid will result in a black flag DQ and the driver will be classified in last place.

## 12. Transponders

- a. AMB transponders will be used for all events.
- b. Transponders must be mounted in the AMB transponder holder only.
- c. For ROK, transponder location is per ROK rules which is mounting to the rear of the seat.
  - d. For all other karts, mounting is per NorCal/IKF rules.
- e. In the case of a very close finish for first place, a visual determination of the finishing order will over rule the timing system order when available.
- f. If a transponder falls off during a qualify session, the problem is the competitors and any laps timed will be the only laps scored.
- g. If a competitor's own transponder fails, the problem is the competitors and any laps timed will be the only laps scored.
- h. If a SGKC provided transponder fails or there is the failure of the timing system, re-qualifying the competitor(s) will result. A minimum of 15 minutes must be allowed before the re-qualify run is allowed to give time for the tires to cool down. A requalify session will be 3 laps in length.
- i. If a transponder falls off or fails during a race, all attempts to determine where the competitor actually finished will be made, but a 2-position penalty will result for the inadequate mounting of the transponder. If situation is a failure of an SGKC provided transponder or the failure of the timing system, no penalty will result.

## 13. Qualifying

- a. Qualifying will normally be a group qualify session using AMB transponders.
- b. Qualify will normally be a 5-lap session, with up to 15 karts on the track at one time. All competitors must take the track at the same time when instructed by the Pre-Grid marshal.
- c. If a competitor cannot begin the session when instructed but enters the session after the first lap has been completed by the rest of the field, then this competitor only gets the laps remaining in the session for the rest of the field.
- d. Competitors will be spaced out to avoid bunching up at the beginning of the 5 lap Qualify session. Competitors are not allowed to purposely slow down to team up with another and run the session nose to tail. A 2 second penalty will be assessed to all drivers who purposely team up to run nose to tail in the Qualify sessions.
- e. Competitors in Micro ROK, Mini ROK and Junior ROK will go out in the order of the previous race's Qualify results. Karts that did not run the previous race will then start behind the karts that did run the previous race. To maintain their position in the Qualify order on the pre-grid, karts must be in the pre-grid area prior to the display of the checkered flag of the previous group session.
- f. Once displayed the checked flag, a competitor's qualify session is over. All competitors are then to slow a bit and exit the track and report to the scale area.
- g. During qualifying, it is the responsibility of the drivers to pace themselves with their competitors to assure open laps during their most important qualifying laps.
- h. Once a kart enters the track to start a qualify session, it cannot exit the track and re-enter the session. Once a kart exits the track, it's qualify session is over and the kart needs to go to scales.
- i. If a driver exits the track and re-enters the track during a qualify session, all times during the qualify session will be disallowed.
- j. All karts must go through scales after they qualify. The following items are some of the items checked, but not all of the items, after the weighting of the kart/driver:

- i. Marking of tires.
- ii. Test for tire hardness
- iii. Fuel testing
- iv. Rear track width.
  - k. It is the responsibility of the driver and crew to make sure that post-qualifying inspection and marking is complete prior to leaving the tech area. Ask, don't assume.
- l. No pit stops are allowed during a qualify session, once a kart exits the track to the pits, the session is over for that kart.
- m. During a qualify session, drivers cannot use a cutoff section of the track unless it is to park a broken kart. Use of a cutoff section to clear traffic will result in a 1-second penalty from the driver's best qualifying lap time.
- n. If any driver has to re-qualify as instructed by the officials, the kart will be held to the end of the Qualify sessions, or a time period of 15 minutes to assure the tires are cold. The length of the re-qualify will be 3 laps.

#### 14. Starting Procedures

- a. All shifter classes will use a standing start. The exact starting procedure will be reviewed at the meeting of the drivers prior to the first Pre-Main of each race.
  - b. All other clutch kart classes will use a rolling start as described in the separate "Rolling Start" Procedure. See Section 18.
- c. Deliberate passing other karts with one or more wheels in the dirt is not allowed between the display of the green flag and the exit of turn one. A penalty will most likely result.
- d. Aggressive starts which lead to excessive contact between karts are not allowed. A penalty will most likely result.
- e. Going off track to avoid out of control karts is allowable. But the driver must make a safe re-entry to the track.
- f. If a kart stops once it has gone off the racing surface, the driver of the kart must get out of the kart and push the kart to a safe spot.
  - i. Once a kart is in a safe spot, the driver can work on the kart.
  - ii. Working on the kart in an unsafe spot causing a delay to the start of a race can result in a DQ from the race.
  - iii. If the driver can fix the kart prior to the start, the driver can attempt to catch up to the field and regain their original starting position.
- g. In the case a driver drops out prior to the start, the position will be left open if the start is a standing start or the kart directly behind the absent driver will move forward in the case of a rolling start.
- h. On a standing start, the grid will close once race officials have gone down all the rows and set the grid. Any karts arriving to the grid after the grid has been set must start behind the last row of karts.
  - i. 60 Second Rule
- a. If a kart cannot get started in the grid area, the crew has 60 seconds from the time the last kart leaves the grid to get their engine started. If they do get their kart started within the 60 seconds, they can enter the track and get into their original grid position.
- b. If the kart gets started after the 60 second period, the kart will be held at the pit out gate by a race official and will be allowed to enter the race once the field takes the green flag and passes the grid gate.

- c. If a post 60-second kart is at the pit out gate and a start is called off, the driver will be allowed to enter the race track and take the next green flag attempt, but the driver must line up at the rear of the field.
- d. Once a race has run a complete lap, a post 60-second kart can still enter the race as directed by a race official, the kart will be allowed to enter the race field behind the last place kart.

## 15. Setting the Grids

- a. The Qualify order sets the grids for the heats whether it is a one heat race format or a two-heat format.
- b. In the case of a one heat race format, the grid for the Main is set as per the finishing order of the heat race.
- c. In the case of a two-heat race format, the grid for the Main is set based on the accumulated points of the two heats based on the following:
  - i. Each heat race is scored 0 points for first a 1st place finish, 2 points for 2nd, 3 points for 3rd, etc. A DQ will move the driver to the last place spot and awarded last place points plus one point, i.e. 12 points if there are 11 drivers in the heat. If a driver does not run a heat race, the driver will be given last place position and the points that goes with this position.
  - ii. The heat points are totaled up and the driver with the least points is awarded the pole position for the Main. If there is a tie between drivers, the fastest Qualify time between the drivers will break the tie. The rest of the Main grid is based on least points-positions, ie with 2nd least points starting 2nd position, 3rd least points starting 3rd. In the case of any ties, qualify times break all ties.

## 16. Rolling Start Procedures

The objective of this procedure is to create a start procedure that minimizes the risk of incidents in the first turn.

- a. The field leaves the pre-grid and drives one complete lap at speed to warm up their tires. Moderate tire scrubbing is allowed once the drivers enter the race track. No passing during this lap unless the kart in front of another has a mechanical problem and the driver signifies this by raising their arm.
- b. At the completion of this lap, the field will receive the crossed green and yellow flags from the Flagman, this is the order to form up back in the grid positions.
- c. The front row drivers will then exit the first turn after receiving the formation crossed flag signal, put one hand up in the air to the objective of this procedure is to create a start procedure that minimizes the risk of incidents in the first turn.
- d. As the field comes down to the starting line the drivers need to do the following:
  - i. Front row is even with each other and should be driving at the controlled speed of about 20 mph.
  - ii. The drivers behind the front row need to get in two straight lines. There is no breaking out of line until the green flag is thrown.
  - iii. The front row drivers are to drive down the center of the lines standing start position lines that are on the track, the pole driver drives down the center of the inside lane lines and the off-pole driver drives down the center of the outside lane lines.

- iv. All drivers must be no closer than 10 inches from the kart in front of them. Absolutely no pushing of the kart in front of them prior to the throwing of the green flag and entry into the first turn. And karts observed by series officials pushing the kart in front may be subject to a penalty.
- e. As the field approaches the start line, the race officials will be looking for the following:
  - i. Is the speed correct?
  - ii. Is the field lined up in two straight rows?
  - iii. Is the front row straight across from each other?
  - iv. Are there any karts pushing the kart in front of them?
- f. If the Race Steward is satisfied that the field is ready for a start, he/she will turn over the start to the Flagman.
  - g. If the speed and alignment of the field is maintained, the Flagman will prepare to display the green flag.
    - h. The field will accelerate when the front row crosses the acceleration line. The acceleration line will be indicated by two cones on each side of the track about 75 feet before the start/finish line.
  - i. If the Flagman sees all is correct with the field, he/she will display the green flag right as the field crosses the acceleration line.
    - j. After the green flag is waved, the field can change lines on the track.
  - k. As the field approaches turn one, officials at turn one will be looking for the following:
    - i. Drivers pushing the kart in front of them into turn one. Pushing another kart into turn one is not allowed.
    - ii. Drivers who come into turn one too fast and get out of control and causes significant contact with other karts that could cause a spin of the karts.
    - iii. That drivers do not push other karts off the course once they exit turn one. If a driver is on the inside line going into turn one and is side by side with another kart, the inside line driver needs to exit the first turn on an inside or middle track line to avoid pushing the outside kart off the track.

The officials that are observing the starts will be watching to see if the starts are safe and fair and for any driver violating the expectations listed above. The officials may not see all issues that may occur, but when they do, expect feedback in the form of a warning to position penalties or even disqualification. The rule of thumb is if a driver goes into turn one and has sufficient contact with another driver(s) to cause a significant disruption of the other driver(s) where several positions are gained or lost, expect penalties.

## 17. Series Points

- a. For all classes best 7 out of 8 races to be counted toward the class championship, i.e. one throwaway is allowed. Race 8 cannot be dropped.
- b. A DQ from the Main event for a driver conduct situation cannot be used as a throwaway race.
- c. A Main event technical DQ will not be allowed as a throwaway race.
- d. A post-race DQ for underweight will be treated like a DQ in a PreMain or qualify and the driver is awarded last place points for the race. This DQ will be allowed to be thrown away.
- e. Points awarded for the Pre-Mains and Main event will be awarded as per the

following point process,  
f.

**Race 1**

Pos	PreMain 1	PreMain 2	Main
1	50	75	150
2	45	70	140
3	40	65	130
4	35	60	120
5	30	55	110
6	25	50	100
7	20	45	90
8	15	40	80
9	10	35	70
10	5	30	60
11	0	25	50
12	0	20	40
13	0	15	30
14	0	10	20
15	0	5	10
16	0	0	0
17	0	0	0
18	0	0	0
19	0	0	0

**Race 2**

Pos	PreMain 1	PreMain 2	Main
1	60	85	160
2	55	80	150
3	50	75	140
4	45	70	130
5	40	65	120
6	35	60	110
7	30	55	100
8	25	50	90
9	20	45	80
10	15	40	70
11	10	35	60
12	5	30	50
13	0	25	40
14	0	20	30
15	0	15	20
16	0	10	10
17	0	5	0
18	0	0	0
19	0	0	0

**Race 3**

Pos	PreMain 1	PreMain 2	Main
1	70	95	170
2	65	90	160
3	60	85	150
4	55	80	140
5	50	75	130
6	45	70	120
7	40	65	110
8	35	60	100
9	30	55	90
10	25	50	80
11	20	45	70
12	15	40	60
13	10	35	50
14	5	30	40
15	0	25	30
16	1	20	20
17	1	15	10
18	1	10	0
19	1	5	0

**Race 4**

Pos	PreMain 1	PreMain 2	Main
1	80	105	180
2	75	100	170
3	70	95	160
4	65	90	150
5	60	85	140
6	55	80	130
7	50	75	120
8	45	70	110
9	40	65	100
10	35	60	90
11	30	55	80
12	25	50	70
13	20	45	60
14	15	40	50
15	10	35	40
16	5	30	30
17	0	25	20
18	0	20	10
19	0	15	0

**Race 5**

Pos	PreMain 1	PreMain 2	Main
1	90	115	190
2	85	110	180
3	80	105	170
4	75	100	160
5	70	95	150
6	65	90	140
7	60	85	130
8	55	80	120
9	50	75	110
10	45	70	100
11	40	65	90
12	35	60	80
13	30	55	70
14	25	50	60
15	20	45	50
16	15	40	40
17	10	35	30
18	5	30	20
19	0	25	10

**Race 6**

Pos	PreMain 1	PreMain 2	Main
1	100	125	200
2	95	120	190
3	90	115	180
4	85	110	170
5	80	105	160
6	75	100	150
7	70	95	140
8	65	90	130
9	60	85	120
10	55	80	110
11	50	75	100
12	45	70	90
13	40	65	80
14	35	60	70
15	30	55	60
16	25	50	50
17	20	45	40
18	15	40	30
19	10	35	20

**Race 7**

Pos	PreMain 1	PreMain 2	Main
1	110	135	210
2	105	130	200
3	100	125	190
4	95	120	180
5	90	115	170
6	85	110	160
7	80	105	150
8	75	100	140
9	70	95	130
10	65	90	120
11	60	85	110
12	55	80	100
13	50	75	90
14	45	70	80
15	40	65	70
16	35	60	60
17	30	55	50
18	25	50	40
19	20	45	30

**Race 8**

Pos	PreMain 1	PreMain 2	Main
1	120	145	220
2	115	140	210
3	110	135	200
4	105	130	190
5	100	125	180
6	95	120	170
7	90	115	160
8	85	110	150
9	80	105	140
10	75	100	130
11	70	95	120
12	65	90	110
13	60	85	100
14	55	80	90
15	50	75	80
16	45	70	70
17	40	65	60
18	35	60	50
19	30	55	40

h. If any competitor completes one green flag lap in a PreMain race or Main Event, they will be considered a finisher in the Main and get at least last place points.

**18. Race awards and End of Year awards.**

- a. Up to three awards will be given to each class at the end of the race day.
- b. Drivers must be present to receive any race awards beyond the race trophies, such as Sanzaru Bucks and Honda Bucks unless the Race Director is notified.
- c. Preferred dress for drivers on the podium is race driver suit.
- d. End of year awards will be presented as follows: Up to three awards for all senior level classes. Up to 5 awards for all junior classes.
- e. A driver must have competed in a minimum of five races to be eligible for an end of year awards.
- f. Any ties for year-end awards will be broken using number of Main wins as the first tie breaker criteria, number of Main seconds as the next tie breaker criteria, etc.

**19. Race and Technical decisions**

- a. All decisions by the Race and Technical Directors that are made during a race weekend will be final within one hour of the last Checkered Flag unless there are issues that are declared not final.
- b. Protest can be filed for any driver or technical penalty. Protest forms may be obtained from the Pre-Grid Marshal and returned to the Pre-Grid Marshal.
- c. A protest must be presented to the Pre-Grid Marshal within one hour of the

completion of the driver's race or within one hour of the time a technical penalty is communicated to a driver.

## 20. Pre-Tech

- a. All karts must have passed pre-tech prior to the beginning of the first qualify session. All drivers/crews will use the Self Pre-Tech form to self tech their karts. This self tech covers the sections b.) to h. below. Then take signed Self Pre-Tech form to the designated Pre-Tech person along with their helmet.
- b. Required safety wire, safety clips or cotter pins must be used on the following:
  - i. On all bolts attaching the brake and throttle pedals to the kart.
  - ii. On front King pin bolts.
  - iii. On all bolts that control the steering (tie rods, steering shaft, steering wheel hub)
  - iv. At least one bolt that attaches the steering wheel to the steering hub.
  - v. At least one of the bolts that attach the third bearing support arm.
  - vi. On all bolts that attach the lead weights to the kart or seat. Double nuts or good condition ny- lock nuts on the lead weight attachment bolts in place of safety wire is allowable.
  - vii. On all bolts that attach the brake master and slave cylinders.
  - viii. On the brake rod bolts. Clevis clips that are used to attach the brake rod to the brake pedal or master cylinder must have safety wire or a tie rap attached to prevent the clevis clip from being unclipped by hand.
  - ix. All bolts that attach the brake rotors must be a mechanical locking type nut in good condition or safety wired. Ny-lock type nuts are never to be used to attach brake rotors to the brake hub.
    - c. Inspect the brake rotor and brake hubs for cracks that could cause brake failure.
    - d. All shifter karts to have a brake safety cable in place.
- e. Catch bottles on all shifter carburetors with overflow tubes will be of 8 oz. minimum size and securely fastened.
- f. All four number plates will have the kart number on them. The following number panels/kart number color combinations are the only ones allowed: Black or Red numbers on White or Yellow Panels.
- i. Helmets checked for required approval certification.

## 21. Post-Race Tech

- a. All karts that finish a Main event are subject to impound for post-race technical inspection. If a kart is requested to be in post-race tech, the driver of the kart must comply. No push through of post-race tech is allowed. If a driver refuses to go to post race tech, the driver will not only be disqualified from the event but also may be subject to a ban from the next ROK Sonoma kart race events.
- b. At the end of any race, no one other than the driver can be near a kart until the kart is weighted. Crewmembers will be expected to help the driver lift the kart onto the scales if such lifting is required to weight a kart.
- c. If a kart is requested to be put in the post-race impound area, only the driver or one crewmember is allowed to push the kart into the tech impound area. All the drivers gear needs to be taken away from the post tech area. The driver or one crewmember must stay with the kart until instructed by the Tech Director.
- d. Drivers that finish in the top 5 positions of any race class are subject to going to post race tech. It is the responsibility of any driver to make sure that they are not to go to post race tech prior to pushing back to their pit spot.

- e. If a kart that was supposed to be in post-race tech leaves the scale area and goes back to their pit area, will not be allowed back into post-race tech. This kart will then be given last place for the race. If the driver of this kart requests reinstatement due to accidentally leaving tech, the Tech Director can reinstate the driver the first position that was not required in tech, i.e., in a class where 5 karts are to report to post race tech and the third place kart does not report to post race tech, the third place kart will be reclassified to 6th place position and the 4th, 5th and 6th place karts will be moved up one position. The Tech Director may still perform a post-race tech on the reinstated kart.
- f. When instructed by a member of the technical inspection team, only one person per kart is allowed into the tech impound area to perform post tech work.
- g. Once a kart or any portion of a kart is released from tech, it cannot be brought back into tech to re-inspect for any tech issues.
- i. Anyone who does not follow the above Post Tech rules, or the instructions of a member of the technical inspection team, is subject to a penalty from a loss of position to a disqualification.
- j. A post-race tech DQ is treated like an Open Black Flag, a severe violation.
- k. A written report will be logged by the Tech Director for any Post race DQ or any warnings issued.
- l. A Post Race Tech DQ for a motor out of specifications may result in a warning letter to be sent to the motor builder of record. If other out of spec issues result from this engine builder, the Race Director will consider other actions with this engine builder.
- m. Any engine builder who intentionally violates the engine specs of any class may be considered cheating and may be suspended from attending any ROK event for a period of one year. The determination of what is or is not cheating will be up to the series Race Director.
- n. The reasons for all DQ's will be published as part of race results.

## **22. Red Flag Rules –**

- a. A red flag will be displayed for any incident where a kart flips over, where a driver is injured and, in their kart, and cannot get out of their kart quickly or the track is blocked and unsafe. Once a driver sees the red flag, they are to put their hand in the air then come to a safe but complete stop near the inside or outside edge of the track. Do Not slam on your brakes when coming to a stop so as to avoid other karts crashing into you.
- b. Once all the drivers come to a stop on the track, no one can work on a kart until the Race Director determines if such work can be allowed.
- c. If work is done to a kart prior to instructions from the Race Director, the kart will restart the race from the rear of the pack. (ROK Sonoma)
  - d. Drivers will then be instructed to take their karts to an area on the track for restaging.
- e. If the red flag comes out with less than 2 laps made under green, the restart will be a full race restart at the original race length and original grid. If a racing infraction was deemed to have caused the red flag incident, then the officials can penalize the driver or drivers for the driving infraction and place them at the rear of the field or issue a disqualification of the driver or drivers.
- f. If the red flag comes out after 2 laps have been completed, karts will be gridded in the order of the race as of the lap prior to the red flag coming out (ROK Sonoma). Any karts that had dropped out of the race prior to the red flag will not be allowed to take the restart. The restart will be a single file rolling start and the remaining laps of the race will be run. If a racing infraction was deemed to have caused the red flag incident, then the

- officials can penalize the driver or drivers for the driving infraction and place them at the rear of the field or issue a disqualification of the driver or drivers.
- g. If the race was in the process of completing the  $\frac{3}{4}$  distance of the race when the red lap came out, then with 75% distance complete, the race will be called complete and a restart of the race will not occur. The race results will be the race order as of the lap prior to the red flag. If a racing infraction was deemed to have caused the red flag incident, then the officials can penalize the driver or drivers for the driving infraction and place them at the rear of the field or issue a disqualification of the driver or drivers.
  - h. Karts with damage will be allowed to work on the karts when the Race Director allows it, a minimum 5-minute period will be allowed to make minor repairs. Multi mechanics can work on a kart. Once repaired, the kart can restart the race in the position that it was in on the lap prior to the red flag (ROK Sonoma)
    - i. Once the call to start engines is given after the 5-minute period, any remaining damaged karts must exit the track to the Pre-grid area where repairs may continue. Once repaired the kart can rejoin the race only after the green flag has been shown and the field has gone past the pit entry road (ROK Sonoma).
    - j. No adjustments to chassis or engine are permitted prior to a restart.
  - k. No adding of fuel or tire pressure checks will be allowed if the karts are staged on the track. (ROK Sonoma)
  - l. If a long delay is required before the restart, the race officials may take the karts from the race track to the Pre-Grid area to sort out any issues and thus allowing the next class to start their race.
  - m. Adding fuel and making tire pressure adjustments are allowed if the field is staged in the pre-grid area.

### 23. Black Flag Rules

- a. There are four types of Black Flags
  - i. A Rolled Up Black Flag
  - ii. An Open Black Flag.
  - iii. Mechanical Black Flag, black flag with an orange ball in the center.
  - iv. Removal Flag, black flag with a blue ball in the center.
- b. When a driver sees a Rolled Up Black Flag, this is to signify that a driver is doing sometime in a manner, which is close to a driver conduct situation. The driver or drivers are expected to think about how they are driving and to correct their driving behavior.
 

A Rolled Up Black Flag is given as a courtesy.
- c. An Open Black Flag means the driver has committed a driver conduct violation and is disqualified from the practice session, qualify session, heat race or Main event. Driver is to precede safety to the track exit. The penalties that result from the Black Flag will vary due to the severity of the situation in the judgment of the Race Director, Assistant Race Director or Flagman.
- d. An Open Black Flag is a severe penalty with the following implications.
  - i. If issued in Practice, the driver could: 1) lose all practice for the remainder of the day, or 2) not allowed to qualify and thus start last in the heat races, or 3) be expelled from the event.
  - ii. If issued during Qualifying, the driver would start the Pre-Main from the rear of the pack or expelled from the event if the situation that caused the issuance of a black flag is severe in nature
- e. If A Mechanical Flag Black means the following:
  - i. There is something mechanically wrong with your kart. Drive safely to the track exit.

- Driver will be given credit for laps completed.
- ii. If issued during a heat race, the driver will start the Main event from the rear of the grid if the issue causing the mechanical black flag is corrected.
  - v. If issued during the Main, the driver is disqualified from the race but given credit for laps completed and scored based on laps completed.
  - vi. A Mechanical Black Flag is allowed to be used as a throwaway race in the final Championship points.
  - vii. A Mechanical Black Flag is not a driver conduct penalty and thus is less severe and the penalty is treated as a DNF, one is scored in the last running position as of the lap the Mechanical Black Flag was issued.
    - f. The ignoring of any black flag is unacceptable and is considered a gross driver misconduct situation. Additional penalties will mostly result. The severity of additional penalties will be determined by how often the driver ignores the black flag.
    - g. The Race Director can change an Open Black Flag to a Mechanical Black Flag ruling after discussion with other race officials or the driver.

#### **24. Re-Starting a stalled kart**

- a. Stalled karts are allowed to be restarted and to continue during a practice, qualify, heat or Main.
- b. If a kart stalls or breaks down during the qualify session, the kart is finished for the session. The driver is expected to get their kart off the track and to a safe area.
- c. On Track restarts must be done in a safe place on the track, i.e. in an area of the track that is off the racing line. Senior drivers are not allowed any assistance with an on-course restart. Junior drivers will be allowed assistance by corner workers or other race officials when it is safe to do so.
- d. If a stalled kart is in a dangerous position for more than two laps of a qualify session and thus causes karts to slow down for more than two laps of the session, this session will be blacked flagged and rerun. Karts will exit the track and be instructed by race officials as to when their qualify session will be rerun. The stalled kart will not be allowed to restart this or any other qualify run if they are the cause for the qualify session being stopped.
- e. Once a kart is stalled on course, it is the responsibility of the driver to get out of the kart and pull the kart to a safe spot that is away from the racing line. Corner workers can assist junior drivers in moving the kart to a safe place once it is safe for them to do so. Senior drivers are expected to attempt to move their karts to a safe area. If a corner worker has to move a senior-class kart to a safe area because the driver refuses to do so, the driver will be disqualified for the practice, qualify or race.
- f. Restarting a stalled kart is allowed if it is done in a safe manner and does not interfere with the race action of other competitors on the track. A driver of a kart that is restarted is expected to adhere strictly to a blue flag from the Flagman or Race Director. If strict adherence of the blue flag is not followed, the competitor will be black flagged from the event. Race personnel may assist a stalled junior kart to help it get back on the track, as long as it is done safely. No race officials or other individuals can assist a senior class kart once it has left the pits. An assist to a senior driver will result in a mechanical black flag.
- g. Stalled karts, as part of a standing start will be given help from the race officials to re-fire the kart. Only two attempts to re-fire the kart will be allowed. If the kart does not fire up quickly, then the driver is to get out of their kart and push the kart to a safe place

away from the racing surface. Any driver whose slow actions to remove their kart from the starting line that puts other racers or race officials at risk could be issued a DQ, a severe driver penalty.

## 25. General Flag Definitions

- a. Standing Yellow flag: hand up, slow down a little and look for the incident, drive to the opposite side of the track of the incident, resume speed after you pass the yellow.
- b. Waving Yellow Flag: a bigger problem on the track, hand up, slow down a lot, prepare to stop if the track is blocked, resume speed after you pass the yellow.
- c. Two Waving Yellow Flags at start-finish: when the flagman is showing double waving yellow flags, this means the whole track is under yellow flag conditions. All corners will also be showing a waving yellow flag. Drivers are to back off their speed to about  $\frac{3}{4}$  speed, be aware of where the incident is and go slower in the incident area. Drivers can slowly catch up to the leader. Drivers are to stay in a single file line and there is no passing until the green flag is displayed.  
For the race to go back to green flag conditions, the flagman must wave a green flag to restart the racing. The green flag will be given to the lead kart first. Once the green flag is shown to the leader, all yellow flags in the corners will be withdrawn and the whole track is then green again.
- d. When the flagman is showing one yellow flag, either waving or standing, it is a local yellow flag for turn one only. Drivers are to treat this like any yellow flag that is shown in any other corner. Once past the incidence, drivers can resume racing at speed.
- e. NO PASSING under any yellow flag situations until you pass the incident, or the track goes back to a green flag in the case of a full course yellow.
- f. Red/yellow striped flag: this is the debris flag and means there is debris on the track. This is an advisory flag; it will be shown for two laps. Passing can occur under this flag condition.
- g. Blue flag: means a faster kart is about ready to pass you. Out of respect for a faster racer, give the faster kart some room to pass quickly and safely. You may need to slow down slightly and point the faster kart to the side you want them to pass you. When two or more slower drivers are battling for position and a blue flag is displayed, it is being displayed to the whole group of slower drivers that are battling for position. In this situation, it is expected that the battle for position amongst the slower drivers is put on hold and until the faster drivers make the pass. If one of the slower drivers takes advantage of the blue flag situation to gain positions, race positions will be adjusted to the pre-blue flag order at the race conclusion. If a driver does not yield to a blue flag properly and an incident with an overtaking driver occurs, both the overtaking driver and the slower overtaken driver is subject to possible penalties which could result in loss of position or a one race suspension. Ignoring the blue flag for more than one lap will result in a black flag and the driver is given a DQ for the heat or Main.
- h. Rolled up black flag is a warning that you are doing something crazy, Stop it.
- i. Black Flag: you did something Bad, exit the track immediately. The race director or head flagman will be chatting with the driver at the conclusion of the race.
- j. Black Flag with an orange ball in the middle: this is a mechanical black flag and means there is something wrong with your kart and you are to proceed carefully to the track exit.
- k. Red Flag: this means the race must be stopped. Once you see the red flag, put your hand in the air then come to a safe but complete stop near the inside or outside edge of

the track. Do Not slam on your brakes when coming to a stop so as to avoid other karts crashing into you.

1. Green Flag: The race has begun.
- m. Waving Red and Yellow Means Restart, the race pack is to slow down and regroup and expect another try of the start the next time around.
- n. Crossed rolled Green and Yellow flags: Shown to the field one lap prior to a start. Drivers are to slow down half way through the next pace lap and the field is to position themselves on the track as per the starting grid.
- o. Crossed rolled White and Green: Indicates the race is half over. Usually only shown during the Mains. This is a courtesy flag and may not be shown in some cases.
- p. White flag: Indicates there is one more lap left to the race. This flag is a courtesy flag and may not be shown in cases where scoring miss counted the laps.
- q. Checker flag: Indicates end of the race. Drivers should back off the throttle a bit, hand up indicating one is slowing and drive safely at a moderate pace to the pit exit. No driving at race speed after the checkered flag, no passing. Drivers who have been lapped during the race must exit once they see the checkered flag, they are not to continue racing for one or more lap since it would be unsafe to other drivers and race personnel.