

SPORTING REGULATIONS GENERAL

1. TITLE: THE SUPER ONE KARTING CHAMPIONSHIP

- 1.1. The Championship will be for the following established kart race classes: Formula Rotax Max, Rotax Junior Max and Rotax Mini Max, Rotax Max 177, Junior TKM, TKM Extreme, MiniX, Junior X30, Senior X30, IAME Cadet, Honda Cadet, Bambino, MiniROK, Junior ROK, Senior ROK, Master ROK and three rounds of the Honda Pro Sprint Karting Championship.

For the avoidance of doubt Super One Series Limited does not claim any right in the above names or styles and acknowledges that it does not claim any copyright howsoever related to them and uses them and / or any reference to their related technical Regulations purely for descriptive related purposes necessary for these sporting and technical regulations.

1.2. JURISDICTION AND GENERAL MATTERS

The Championship is organised and administered by the SUPER ONE SERIES LIMITED (hereinafter referred to as Super One) in accordance with these regulations. It is the competitors' responsibility to ensure they have all Championship publications and have read them thoroughly, including the supplementary regulations for each circuit. All drivers and their parent / guardian must carefully read, understand and sign the indemnity accepting the risks of motorsport. They must explain these risks and undertakings to anyone involved with their entry, e.g. a mechanic.

The driver, parent or guardian, mechanic, or anyone associated with the driver found to be using abusive language, threatening behaviour or abuse of any other person will have their entry cancelled without refund and have to leave the circuit without return. The promoter will consider in its entire discretion whether that person or any person connected with the affected entry may attend any future event.

The Series strongly advises all participants to take out Personal Accident insurance.

It is expected that all competitors and their support personnel will adhere to the spirit of the regulations, they are not the basis of reading between the lines to find loopholes.

The Race Director or deputy, or Chief or Eligibility Scrutineer will make timely decisions and resolve disputes which will not be appealable.

No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the Championship classes and are in no way a guarantee of warranty against death or injury to participants, spectators or others. By entering the Championship and signing on at event(s) the participants recognise that kart racing as a form of motor racing may be dangerous.

1.3. OFFICIALS

- 1.3.1. Co-ordinator: Mrs Sonja Game
- 1.3.2. Eligibility Scrutineer: Mr Paul Klaassen and / or Mr Gary Walker
- 1.3.3. Championship Stewards: Mr Boyd Barrington Mr Steve Chapman, Mr Mark Riman.
- 1.3.4. The Championship Race Directors are: Alan Bryant, Ken Potter, John Watson.
- 1.3.5. Child Safeguarding Officer is Mrs Sonja Game

1.4. REGISTRATION & COMPETITOR ELIGIBILITY

- 1.4.1. Competitors under the age of 18 must be accompanied by a parent or guardian who MUST sign on as Entrant of that competitor. That person must remain at the event throughout. If the legal guardian or parent of the driver is not present then a signed letter assigning responsibility to another (who must be aged over 18 and produce suitable government form evidence of identity must be presented)
- 1.4.2. Drivers and Entrant/Drivers must be registered for the Championship and be proven to be a competent kart driver and proof of five race day experiences. Examples of acceptable competence are given below. This can be by producing a Motorsport UK competition licence of minimum National B kart or race or the equivalent from Motorsport Ireland or another country within the territories of the FIA. If requested the driver must provide proof of having raced at least five Motorsport UK Permitted race meetings. Or alternatively proof of racing at an approved IKR circuit (e.g. Fulbeck, Hooton Park, UK Kart Series at Sherington, DMax, Easykart / BirelART Series, Club 100, the Scottish circuits, Rowrah, Wombwell, Clay Pigeon etc) and showing proof of racing a minimum of five events on request.
- 1.4.3. All competitors for the Championship must register on-line. If all available places are taken (34 or 51 places at the discretion of the series) reserves will be listed in the order received. The Championship registration fee is £150 and must be completed on-line. Registrations are non-refundable.
- 1.4.4. All registered entrants become members of the Super One Series Kart Club. Their membership number is their class and registered competition number.
- 1.4.5. All necessary documentation must be presented for checking at all rounds including parent / guardian identity when signing on. Driver details will be held on a Super One Database and will be subject to the provisions of the Data Protection Act 2018, and as per the Super One Privacy Policy.
- 1.4.6. Registration numbers will be the permanent competition numbers for the Championship.
- 1.4.7. Entries will be accepted from "Guest Drivers" at the normal entry fee and do not have to comply with registration as per 1.4.3 for their first weekend but must comply with Regulations 1.4.1 and 1.4.2 above, Any driver wishing to compete in more than one round must pay the normal registration fee. However all registered entrants and those on the reserve registration list will take precedence for entries over guests.
- 1.4.8. Only registered competitors will score points where they finish in all heats or finals on the day as per 1.7.1/2/3/4/5. If a "guest driver" decides to take part in further rounds they will be required to pay the registration fee (1.4.3) and (2.1.6) and will be able to take forward the points accrued at their first meeting as a "guest driver", but only if there are registration places remaining to be filled.

1.5. Ages and Class Weights:

| Class | Age Range | Class Weight Kg |
|------------------------|----------------------|-------------------|
| Bambino BKC | 6 - 9 | |
| IAME Cadet | 8 – 13+ | 103 |
| Honda Cadet | 8 – 13+ | 103 |
| Junior TKM | 11 – 16+ | As TKM regs |
| TKM Extreme | After 15th birthday | As TKM regs |
| IAME MiniX | 12th year to 15+ | 136 |
| IAME X30 Junior | 13th year to 16* | 148 |
| IAME X30 Senior | After 15th birthday | 164 |
| Rotax MiniMax | 12th year to 15+ | 135 |
| Rotax Junior Max | 13th year to 16+ | 148 |
| Senior Rotax Max | After 15th birthday | 162 |
| Rotax Max 177 | After 15th birthday | 177 Driver 80KG |
| MiniROK | 8 – 13+ | 110 |
| Junior ROK | 11 – 16 (not turned) | 145 |
| Senior ROK | After 14th birthday | 160 |
| Master ROK | After 32nd birthday | 177 or Driver 85+ |
| Honda ProSprint Senior | After 16th birthday | 185 |

+ means to end of year of the stated birthday.

Class weight is with kart and driver complete with all racewear as used in the race or session. Driver weight is taken with racesuit, helmet, boots, gloves but not including any chest or rib protector. The carrying of ballast on the person is prohibited. Proof of age must be produced on request at signing on e.g. a birth certificate or driving licence code. Any driver believed to be under the influence of drugs or alcohol will not be permitted to race, and by signing on agree to tests being made.

1.6. CHAMPIONSHIP ROUNDS

The Championships will be contested over meetings as shown below each consisting of timed qualifying and two finals. There will be an optional practice day at the first round for each of the class groups. Super One has the right to change dates and venues or amend these regulations at any time. Wherever possible 20 days notice will be given but rule changes are effective immediately unless otherwise stated. The meetings will be as follows:

| Date | Venue | Classes |
|-----------|-------------|--|
| March 23 | Fulbeck | Honda Cadet R1, IAME X30 & Cadet R1, TKM R1, ROK R1, Honda Pro Sprint* |
| March 24 | Fulbeck | Honda Cadet R2, IAME X30 & Cadet R2, TKM R2, ROK R2, Honda Pro Sprint* |
| May 4 | Rowrah | Bambino R1, Honda Cadet R3, TKM R3, Honda Pro Sprint* |
| May 5 | Rowrah | Bambino R2, Honda Cadet R4, TKM R4, Honda Pro Sprint* |
| May 18 | Rowrah | IAME X30 & Cadet R3, ROK R3, Rotax R1, |
| May 19 | Rowrah | IAME X30 & Cadet R4, ROK R4, Rotax R2 |
| June 8 | Glan y Gors | Honda Cadet R5, Rotax R3, TKM R5 |
| June 9 | Glan y Gors | Honda Cadet R6, Rotax R4, TKM R6 |
| June 22 | Clay Pigeon | IAME X30 & Cadet R5, ROK R5, Rotax R5 |
| June 23 | Clay Pigeon | IAME X30 & Cadet R6, ROK R6, Rotax R6 |
| July 6 | Larkhall | Bambino R3, Honda Cadet R7, TKM R7, Honda Pro Sprint* |
| July 7 | Larkhall | Bambino R4, Honda Cadet R8, TKM R8, Honda Pro Sprint* |
| July 27 | Rissington | Bambino R5, Rotax R7 |
| July 28 | Rissington | Bambino R6, Rotax R8 |
| August 23 | Shenington | |
| August 24 | Shenington | Bambino R7, Rotax R9, Honda Cadet R9, IAME X30 & Cadet R7, ROK R7, TKM R9 |
| August 25 | Shenington | Bambino R8, Rotax R10, Honda Cadet R10, IAME X30 & Cadet R8, ROK R8, TKM R10 |

*Honda Pro Sprint Karting Championship will run to BPEC Technical regulations© for their class see <http://www.bpeckarting.co.uk/bpec-rulesandregs.html>

1.7. SCORING FOR CHAMPIONSHIPS

- 1.7.1. Points will be awarded to competitors listed as classified finishers in the finals as follows:
Finals: The points will be 1st 64, 2nd 62, 3rd 60, 4th 58 reducing by 1 point to 34th position who will score 28.
Repechage B: 1st, 2nd, 3rd, 4th, 5th & 6th go forward to take the last six grid positions on Final 1, 7th scores 36, 8th 35, 9th 34 reducing by 1 point to 34th position who will score 9.
Repechage C: All qualifying will score 8 points except for those progressing to the Repechage B.

If the Repechage is not run as per 2.4.1 then the grid positions will be used instead.
Non-finishers in all races will be given a position according to the number of laps completed.

Non-starters in the heats will be given one point less than the size of the largest starting heat grid in that class, allocated in heat order if more than one (starters as per regulation 2.5.2).

Exclusions will score 0 points in all races.

Non-starters in both finals will be given a finishing position below all classified finishers in relation to their grid position, whether they present themselves on the grid or not and in grid order if more than one (starters as per regulation 2.5.2).

- 1.7.2. The final Championship positions will be determined from the total of a maximum of the best scores less 2 rounds in each class. To qualify for a top ten position in the championship a driver must have competed fully in all rounds (unless excluded during the meeting), unless they apply to the series co-ordinator or promoter and receive written permission for absence. Otherwise if they do not compete in all rounds then the final Championship positions will be determined from the total of a maximum of best scores less 3 rounds in each class.
- 1.7.3. Should any driver be totally excluded from a round for any reason they cannot drop those rounds, it will count as one of their counted results (One 0 points will be included in their counted scores)
- 1.7.4. Deleted
- 1.7.5. Should a tie result from the total of counted best scores, for any position, the discarded highest score will be included.
Should a tie still result it will be decided by the number of 1st places gained in finals. If still undecided the number of 2nd places in finals, then 3rd places and so on until resolved.
- 1.7.6. In the case of the races in a class not being completed for any reason the following will apply:
 - 1.7.6.1. If a meeting is stopped as per 1.8.5.1. there will be no Championship points given in that class and the Championship total best scores as shown in 1.7.2., will be reduced by 1 best scores.
 - 1.7.6.2. If a meeting is stopped as per 1.8.5.2. there will be Championship points given for points for Final 1 result, as per 1.8.5.2, and for Final 2 a nominal points score will be given to all who qualify for that final of 38 points.

1.8. SCORING FOR THE INDIVIDUAL MEETINGS

- 1.8.1. No points will be awarded to competitors for timed qualifying.
- 1.8.2. From the amalgamated results of the timed qualifying the top 28 drivers will go forward to the first final or if 34 or less then all go forward to Final 1. The fastest time on pole position and so on. If more than 34 in TQ then the next highest 34 drivers will have a repechage B from which the first 6 will go forward to the rear of the first final grid. The next highest 34 drivers will have a repechage C from which the first 6 will go forward to the rear of the repechage B. The repechage will be held in accordance with 2.4.1. The results from the first final will be the starting position for the 2nd final.
- 1.8.3. The results in the 2nd final will be the final positions at each round for the round awards, not the highest point's scorer.
- 1.8.4. Deleted.
- 1.8.5. In the case of a meeting not being completed for any reason the following will apply:
 - 1.8.5.1. If a meeting is stopped prior to the completion of Final 1 of that class there will be no points or awards given for the meeting. (see 1.7.6.1)
 - 1.8.5.2. If a meeting is stopped after completion of Final 1 the results of that class will be declared as per 1.8.2 If the meeting is stopped after the first final the results of that class will be declared on the finishing positions of that final. In either case the awards and points will be given accordingly. (see 1.7.6.2)
 - 1.8.5.3. No Refunds for entries are given for any reason.

1.9. AWARDS

- 1.9.1.1. Per Race Weekend Trophies are awarded for Sunday Final 2. For all classes there will be 3 trophies if there is a minimum of 10 entries.
- 1.9.1.2. There will be a Rookie Cup for the highest place in Sunday Final 2 in each class awarded to a driver who has not competed in more than 50% of the rounds in a single season in Super One in previous years. Guest drivers are eligible for the Rookie Trophy.

- 1.9.1.3 Per meeting. There will be a Privateer Cup for the highest place in Sunday Final 2 in each class awarded to a driver who has registered as a privateer at the first round entered in the season and remains a privateer for all rounds to date. Privateers are also eligible for the Rookie awards. A privateer is an entrant that is not with a team (see definition in 1.9.1.4) and not receiving support from a team.
- 1.9.1.4 Definition of a team: A commercial race company or racing team whether registered as of limited liability or any other style or type of legal person / entity in any jurisdiction hosting drivers in providing race services or covered accommodation in for the purposes of the Championship. A team or commercial company is further defined as a group or individual who are hosting the driver to make commercial or financial gain where the principals are not also the PG Entrant licence holders of all the drivers entered in the championship. A team must have appropriate public liability insurance not less than £1m per claim and produce evidence of this on demand of the Super One.
- 1.9.2. Overall Championships. The winner of each Championship will receive a Championship trophy and may in the entire discretion of the organisers receive a Super One Series perpetual trophy, which will be kept until the last round of the 2020 series.
- There will be a Series Rookie Cup for the highest placed driver from all classes awarded to a driver who has not competed in not more than 50% of the rounds in a single season in Super One in previous years.
- There will be a Series Privateer Cup for the highest placed driver from all classes awarded to a driver who has been registered as a privateer for all the rounds counting towards his Championship position.
- 1.9.3. The top 15 drivers only will be declared seeded drivers for the 2020 series and the top 5 will not have to pre-qualify, if qualification is necessary and provided the same class runs in 2020. Any driver changing class will forfeit their seeded position with the exception of the Champion in the class, who will be given a seeded place in the class of their choice, provided they meet all the criteria for that class. They will not be able to use their Number 1 in a different class than the class that they obtained their number.
- 1.9.4. The top 15 drivers in the 2018 Super One Series Championships for relevant classes will be given their numbers accordingly to use at the 2019 Super One Series until the last round of the 2019 series.
- 1.9.5. All Championship awards and prizes may be given at a prize presentation, date and venue to be advised not later than Feb 15th 2020.
- 1.9.6. All meeting awards will be given at the venues within one hour of the provisional results being posted. In the event of a provisional result not being posted by 6.00pm, the awards will be given at the meeting next following publication of the final results.

1.9.6.1. Entertainment Tax Liability

In accordance with current government legislation, the Super One Series are legally obliged to withhold tax at the basic rate on all payments to non-UK resident sportsmen/women and account to HMRC using form FEU1, the quarterly return of payments made to non-resident entertainers and sportsmen/women. That is, those persons who do not have a normal permanent residence in the UK. The UK does not include the Isle of Man, Channel Islands or Eire. This means that as the organiser, the Super One Series is required to deduct tax at the current rate applicable from any such payments they may make to non-UK residents. Under certain circumstances, it may be possible for competitors to enter into an agreement with the Inland Revenue to limit the tax withheld. Any application for such an arrangement must be made in writing and not later than 30 days before the payment is due. For further information contact HMRC Personal Tax International, Foreign Entertainers Unit, St John's House, Merton Road, Liverpool L75 1BB. Tel: 0151 472 6488 & Fax: 0151 472 6483.

1.9.7. COMPETITORS' OBLIGATIONS

- 1.9.7.1. It is mandatory for all competitors, (and reminded that if a minor they must be accompanied by the parent / appointed legal guardian) to attend all drivers' briefings arranged by the Race Director.
- 1.9.7.2. In the case of 1.9.6. ALL competitors are obliged to collect their awards personally, in the case of 1.9.5. the first three in each class must collect their awards personally, all other competitors must collect their awards personally or nominate a third party to collect their award on their behalf. This

third party shall not be a Super One Official and shall collect the award at the prize presentation. In all cases awards not collected will be forfeit.

- 1.9.8. Title to awards. In the event of any provisional result or Championship tables being revised after any provisional presentation and such revisions effect the distribution of any awards the competitors concerned must return such awards to the Super One Series in good condition within 7 days.
- 1.9.9. To provide & ensure a transponder is fitted to your kart as per regulation 3.6.
- 1.9.10. In order to qualify for both meeting points and Championship points each competitor must sign on during the time specified in the meeting program. The Driver must also take part in the Timed Qualifying practice unless for reasons of Force Majeure.
- 1.9.11. Optional - Competitors may purchase and fit to their kart a Go Pro Hero HD camera. They may supply their own which must be the same or subsequent model and specification and must notify this fact on the order form. Up to two cameras may be purchased and fitted. The position of its fitting will be detailed in a set of final instructions to be issued prior to the start of the Championship and at least one must be forward facing. Competitors must ensure that the camera is in a fully working condition with sufficient free space on the SD card. Recordings from the camera may be down loaded and used as evidence by the Race Director.
- 1.9.12. An entrant may use camera footage as evidence to an incident, a camera request form must be filled in (available from scrutineering) there will be a fee of £90 per request, this fee is non-refundable even if you win your case. There is a time limit of 15 minutes after the end of the race to submit the camera request form and pay the fee.

2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

- 2.1. ENTRIES Supplementary Regulations (SR's) and entry forms will be emailed or handed to all registered drivers in sufficient time for entries to be made prior to the closing dates and are available on the S1 website. It is the competitor's responsibility to have read them thoroughly.
 - 2.1.1. Competitors are responsible for entering each race and ordering tyres online 2 weeks prior to the event.
 - 2.1.2. Entries will only be acknowledged by email after entering online. Registered drivers who do not enter the first or subsequent rounds will be placed on the registration reserve list if registrations remain fully booked.
 - 2.1.3. Flag signals on track as per Appendix 3
 - 2.1.4. The entry fee is £90 per round (£225 at the last meeting). On line entries must be made. Entries for the Saturday only rounds are permitted, but not Sunday only (Saturday only not applicable at the last meeting). Friday attendance is mandatory at the last meeting.
 - 2.1.5. No refunds for entries are given for any reason
 - 2.1.6. The Championship Organisers reserve the right to refuse any competitor to enter any particular meeting if the competitor owes any money to the Super One or other company associated with the Super One. The Super One reserve the right to refuse anybody from registering with the Series if it is thought that have brought the Sport into disrepute.
The Super One has the right to refuse anybody or any Team from entry to the event.
- 2.2. PRACTICE Official practice will be at least 3 laps but it is the intention to give 2 sessions of a minimum of 8 minutes per class at the start of each round day, and for Friday at the last meeting the practice will be 3 Sessions.
 - 2.2.1. ALL competitors, and their equipment, are forbidden to practise or use the circuit in any type of kart on the Monday, Tuesday, Wednesday and Thursday and only on Friday if the circuit is offering official practice for the Series. Any competitor reported or deemed to have done so, by an official of the organising club or Super One Series, may be excluded from the meeting.
 - 2.2.2. INCIDENT MARSHALS, BREAKDOWNS & REPAIRS: Additional incident officials (pushers) are not normally permitted on the circuit. Only if the Race Director requests such they may be allowed on the circuit for Bambino, Cadet or junior races at the discretion of the Race Director, provided that they have signed on, have attended a briefing session, and are wearing an orange coloured tabard. Note that marshals are instructed to remain in their posts during racing or practice and it is the competitor's responsibility if able and safe to do so to remove their kart to a place of safety, otherwise the Race Director or their deputy will make suitable arrangements, at all times ensuring

the safety of the driver and officials. It is not permitted to make or attempt repairs on the circuit. Note that some circuits have a pit repair area which will be designated in the drivers briefing.

- 2.2.3. SIGNALLING: No signals may be exchanged, offered or made between spectators, mechanics, team members and a driver on track, or vice versa.
- 2.2.4. Parc Ferme/Closed Grid System – A Closed Grid system will operate for Timed qualifying and Finals. The exact procedure and format may vary slightly at each round due to local circuit layouts, but final details and instructions will be issued either in writing or during the Drivers' Briefing at each round.

All areas of the system will be considered as Parc Ferme and all rules relating to Parc Ferme will apply.

Entry to Parc Ferme will be only allowed to Pass Holders of the class currently preparing to compete. Other competitors wishing to gain access must seek permission from the chief scrutineer or his designated deputy.

Two passes per competitor will be issued at their first meeting. They will at all times remain the property of Super One but will become the competitor's responsibility. A lost pass may be replaced by a Temporary pass. A £5 refundable deposit will be charged for this and then a charge of £5 will be made for the replacement.

Please note Temporary passes will only be valid for one meeting.

The procedure will be as follows:

- 2.2.4.1. Approximately 20 minutes prior to a timed qualifying/race start the Pre-Race assembly area will open. This area will contain a clock showing the official meeting time.

Karts will be taken into the area with only the driver and one mechanic who must both show passes to the gate marshal. If the pass is not shown then access will not be granted.

Mechanics supporting one or more drivers is permitted (only one mechanic per kart)

Each driver/mechanic will make their selection of tyres and collect them from the tyre desk. Should there be a change of mind then the set drawn must be returned before the other set is taken. Karts should then be prepared for racing with competitors/mechanics making all final adjustments.

Karts may proceed onto the dummy grid (providing it is clear and ready to accept the next grid of competitors) whenever they feel that they are ready.

No adjustments except to tyre pressures (additional air cannot be added) will be allowed on the Dummy Grid.

When there is approximately 7 minutes to the race start time a warning will be sounded. After a further 4 minutes (approximately 3 minutes to race time) a further warning will be sounded. 1 minute after that final warning (approximately 2 minutes to race time) the gate to the dummy grid and the tyre distribution will close.

Any kart or driver who has not left the Pre-Race assembly area before the gate is closed will not be permitted to take part in the timed qualifying/or will be placed at the rear of the grid for a race. If more than 1 driver does not make the gate they will be placed at the rear of the grid in order of TQ result. No additional alterations may be made to the kart except to fit the tyres.

- 2.2.4.2. Once the kart has entered the dummy grid area the driver/mechanic must position it on to their grid position or as directed by the grid marshal.

Once again it should be emphasised that no adjustments except to tyre pressures (additional air cannot be added) will be allowed. Any infringement of this rule will result in the competitor not being allowed to compete in the timed qualifying or will be placed at the rear of the grid for a race.

Should a competitor wish to make further adjustments then he may return to the Pre-Race assembly area (if it is not closed) but will then be subject to the rules as detailed in 2.2.4.1 above.

Once the timed qualifying/race is ready to start the karts will come under starters' orders and be released on to the circuit in the normal manner.

- 2.2.4.3. At the end of the race the karts will be directed into a Post Race Area as detailed in 2.7.3 – 2.7.7 below.
- 2.2.4.4. Any driver/mechanic impeding another competitor in any part of phase 2.2.4.1 or 2.2.4.2 will be reported to the Clerk of Course who will hold a hearing and may impose an appropriate penalty. It should be noted that any change to the timetable that arises for whatever reason will be advised to the competitors by tannoy or other method.
- 2.2.4.5. In the case of a meeting state being changed from either Wet or Dry prior to the grid departing, an appropriate amount of time will be allowed for the driver/mechanic to change their tyre choice. The Race Director will make a decision on how long is permitted and advise all competitors for the race of his decision and the revised time of race start.

Competitors will be either in the Pre-Race assembly area or will return there from the Dummy Grid. A new race time will be announced and the procedure as per 2.2.4.1 and 2.2.4.2 will be followed.

It should be emphasised that if the meeting is running as an Open Meeting then no additional time will be allowed. Only one kart is allowed in the Parc Ferme area.

2.3. GRID POSITIONS

- 2.3.1. The maximum grid will not exceed 34 for timed qualifying or race sessions.
- 2.3.2. The grid positions for the Final 1 will be decided by the timed qualifying results, see 2.3.2.7.
 - 2.3.2.1. Timed qualifying ("TQ") will be for all classes and will be in 6-minute sessions (Depending on the number of entries), each driver will take part in one of these sessions.
 - 2.3.2.2. Timed qualifying sessions will be decided randomly for the first round and thereafter in championship order, highest points scorer first in Group One, second highest first in Group Two if more than one group and so on.
 - 2.3.2.3. Each session will be six minutes.

Drivers will start TQ in the order they are in the Championship and randomly at the first round. All drivers in the session must start their timed laps from the session start and may do as many laps as they wish in the six-minute period, all these laps will be timed. Crossing the start line for the first time will register on the timing equipment and will constitute the start of your first lap. All regulations will apply as if the session was a race. Once a driver leaves the circuit and returns to the scrutineering/pits area, their session will finish, and they will not be allowed onto the circuit again.
 - 2.3.2.4. On leaving the circuit from the timed qualifying session, all drivers MUST report to scrutineering and weighing area.
 - 2.3.2.5. Any driver missing his/her timed qualifying will not be allowed to take part in timed qualifying. It is the driver's responsibility to present themselves and their equipment on the grid for their timed qualifying at the correct time.
 - 2.3.2.6. Any driver considered to be baulking or blocking another driver may be penalised. A driver who consistently places their kart on a line that is not that recognised as the racing line, in an effort to prevent being overtaken, may be warned as to their unsporting conduct and should they continue they may be given a 5 place penalty. Lap times may be taken into consideration.
 - 2.3.2.7. The timed qualifying results order will decide the grid positions for the Final 1. Each driver's quickest single lap only to count. The quickest lap takes pole position. In case of a tie the second quickest lap will be taken to resolve the tie and then the third lap etc. If there is more than one session and the fastest time achieved in the slowest session is not more than 101% of the fastest time achieved in the faster session then the classification will be determined by the order of the fastest times achieved by each driver.

If there is more than one session and the fastest time achieved in the slowest session is more than 101% of the fastest time achieved in the faster session then first place goes to the fastest driver in the faster session (fastest time overall), 2nd place goes to the fastest in the second fastest session,

3rd place to the fastest in the third session if there is one, or to the second fastest in the fastest session and so on to determine the combined results order.

2.3.2.8. Championship Regulation 5.1.1 will apply to all TQ.

2.4. RACES

2.4.1. There will be two finals of 12-minute duration plus 1 lap.

2.4.2. Race duration may be reduced in wet weather or unforeseen circumstances and will be announced on the dummy grid accordingly prior to the race. Changes can also be made during racing for safety reasons.

2.5. STARTS

2.5.1. Starts will be rolling starts except for Honda Cadet which will have standing starts. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow. Penalties may also be imposed on the No 2 position driver if considered to have broken formation prior to the red light going out to indicate the start of the race. Penalties may be issued for any driver who has a jump start or false start, the Race Director's decision is final. Drivers, who fail to take their correct position on the dummy grid when instructed, must start the race at the rear of the last row of the grid. Tyre warming is not permitted on the dummy grid. Weaving to promote tyre warming on formation laps is prohibited.

2.5.2. To be classified as a finisher the kart must cross the start line at the start of the race under their own power.

2.5.3 Unless otherwise indicated by bulletin race starts will be rolling starts except for Honda Cadet which will be a standing start.

2.6. RACE STOPS

2.6.1. If the race is stopped with a red flag, the karts will slow, stop racing, and proceed to the start line unless otherwise indicated, and stop. The karts may not be worked on, unless with Race Director's permission taken to scrutineering and only if permission is given can re-join the race from the back. Drivers involved in the red flag incident may only re-start if the Race Directors gives permission, and then only from the start, and behind any drivers who have had to repair karts. In which case the kart must be re-scrutineered and medical permission given.

2.6.2. If the race is re-started, any driver not taking their grid position when requested to do so, shall start from the back of the grid.

2.7. SCRUTINEERING

2.7.1. Pre-race. Scrutineering will take place on the morning of the round (or if possible on the previous evening). Anybody wishing to scrutineer alternative equipment may do so prior to his or her timed qualifying. If a kart is scrutineered for the Saturday round, it need not be re-scrutineered for the Sunday round unless changes in equipment have been made.

2.7.2. ALL competitors will be given a scrutineering card, which they have SOLE responsibility to fill in correctly and hand to the scrutineer at pre-race scrutineering. This card must contain the following information: Drivers name, class and race number. The chassis unique number/numbers, and the chassis manufacturer. Each engine's unique number and the manufacturer and model number. If any are changed for the Sunday round after the Saturday round application must be made to the Chief Scrutineer to change the card.

Where seals are used to seal both chassis & engines, the seal numbers must be written alongside the individual engine and chassis numbers on the scrutineering card and must be correct.

The card must be signed by the driver and in the case of drivers under 18 also their entrant. It is stressed once more that both the completion and handing in of this card is the SOLE responsibility of the competitor.

It is the driver entrant's responsibility to present your kart and certify all items on your card have been competed, verified and will be maintained throughout the duration of the event. at all times.

These cards will be the only method used to check that each competitor is using at all times the equipment declared and presented by him/her at pre-race scrutineering.

Paint used at pre-race scrutineering is to identify that equipment has passed scrutineering.

It is also the competitor's responsibility to ensure that both the chassis and engines are marked in this manner by the scrutineer at pre-race scrutineering.

This paint is only a general marking of scrutineered equipment and only the scrutineering card identifies competitor's individual equipment.

At any post race scrutineering the chassis, engine numbers and any seal numbers must be those stated on the scrutineering card and the chassis and engines must also have the general scrutineering paint in place, if used.

The official tyre markings must also be in place on each tyre these may be augmented or replaced by registering the bar code numbers.

Should it be found that the chassis, engines or seals do not comply with the above requirements, or that the tyre markings or bar codes, are missing or incorrect, it will be considered to be a matter of fact for which there will be no appeal. It is the responsibility of the competitor to ensure that a seal or mark is not missing or damaged. No seal can be replaced if the kart has left parc ferme. The Race Director will hold a hearing and the minimum penalty may be exclusion from that race or timed qualifying session.

2.7.3. Post Race Scrutineering will take place after timed qualifying and finals and all results are deemed provisional until all karts are released by the Series Scrutineer, or any person designated to do so in his absence, and/or after completion of any Judicial or Technical procedures, including the testing of fuel, checking of engines and tyres which may take several days.

2.7.4. After timed qualifying or any race all drivers must go to the Parc Ferme area. Any driver and kart directed or requested by an official to go into the weighing/scrutineering area, should not leave this area without the specific permission or instruction of the Series Scrutineer, or any person designated to do so in his absence. In the case of drivers under 18 years of age, we would suggest the entrant satisfy himself or herself that this permission has been given.

The minimum penalty for any driver or kart leaving this area without permission will be exclusion from the race/timed qualifying.

2.7.5. No person or persons, other than the driver may enter the weighing/scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against their driver.

2.7.6. Engines or chassis may be sealed at any time, and you may be requested to fit special nuts to your equipment for this purpose. This does not preclude the Scrutineer's right to fully dismantle the engine or components if required.

2.7.7. Any time during the meeting you may be requested by the Eligibility Scrutineer to remove any component from your engine or kart, including any engine or exhaust restrictor, which will be sealed and held by the scrutineer, and replace it with a standard homologated unit, that will be given to you by the scrutineer, for use for the remainder of the meeting. The said unit is to be returned in good working order at the finish of the meeting, when your unit will be returned, unless it is impounded by the scrutineer for testing.

2.7.8. ROK class claim rules are detailed in Appendix 1. Claims must be made before the end of scrutineering.

2.8. RESULTS

Will be in accordance promulgated and any protests or appeals must be made in writing to the Secretary of the meeting within 30 minutes of their publication.

3. TECHNICAL REGULATIONS

3.1. For Honda Cadet, IAME Cadet, TKM, IAME X30 and Rotax classes the class technical regulations will mirror those in the 2019 Motorsport UK Karting UK Yearbook© and for ROK classes as per these regulations linked here:

http://www.vortex-rok.com/intcup-info_eng.php

<https://rokcupusa.com/rules/rok-cup-usa-series/>

For Bambino class see BKC regulations©.

For other regulations such as bodywork, bumpers, wheels, chainguards etc the regulations mirror those in the 2019 Motorsport UK Yearbook Section U©.

The CIK-FIA homologated detachable front fairing mounting kit is mandatory.

Engine Fiche as published on the Motorsport UK website karting section©.

Weights as in 1.5

Honda ProSprint Senior technical regulations as per BPEC© see

<http://www.bpeckarting.co.uk/bpec-rulesandregs.html>

The Chief Scrutineer and Race Director's interpretation of these regulations is final and cannot be queried or appealed.

3.2. TYRES

3.2.1. GENERAL One set slick tyres and two sets of wet tyres (see 3.2.5 below) only will be allowed for racing per competitor per weekend, plus one extra front and one extra rear of each type, these extra tyres may only be allowed at the discretion of the Series scrutineer if in his opinion either one front or one rear tyre is damaged and un-safe to use.

It is the competitor's responsibility to insure wheels, tyres and tyre holders against lost or damage. Wheels, tyres and holders are left at the competitors own risk.

IT IS THE COMPETITOR'S RESPONSIBILITY to make sure that the scrutineer inspects a faulty tyre before the kart leaves the track exit/weighing in area. No extra tyre will be allowed after the kart has returned to the parc-ferme area. It should be noted that these tyres may not be used during free practice or warm up sessions.

At Round one a set of slick tyres, a set of wet tyres and a reserve set of wet tyres (if ordered – see below) will be made available to each competitor entered. These tyres must be used for Saturday and Sunday timed qualifying and races.

At all subsequent rounds only a set of slick tyres will be made available to each competitor entered for both Saturday and Sunday.

If a competitor requires new wet race tyres, reserve wet tyres or any test tyres, either slick or wet, for any round they must be ordered at least two weeks prior to the meeting date for which they are required.

Before any tyres are issued, including the ones supplied automatically, must be paid for, even if the competitor fails to attend a particular meeting that he/she is registered. In this latter case competitors are reminder of regulation 2.1.7. Tyres must be ordered on the website, or from JKH. Tel: 01928 740090 or email: johnhoylejkh1@btinternet.com and order forms are available on the website

Please note failure to order tyres within the above time scale may result in competitors not being able to compete. 2 x Tyre holders must be pre ordered from JKH for the first round and it will be the competitor's responsibility to bring them to each round. Failure to do so will result in a competitor being charged £50 + vat for a replacement.

3.2.2. SLICK TYRES

3.2.3. For all classes it is mandatory at every weekend meeting to purchase a set of new slick tyres as per 3.2.1. When the meeting is declared DRY, slicks must be used, if OPEN then either slicks or wets may be used. Slicks can not be used if the meeting is declared WET.

3.2.4. All tyres will be barcoded (or Marked) at each weekend meeting, and every competitor will receive a random set of slick tyres. It is the competitor's responsibility to make sure tyres are marked when issued at each round and that the marks are in place at all times during the meeting (See 2.7.2).

You must use these tyres for all practice periods at that meeting.

Only slick tyres purchased from JKH and obtained from within the parc ferme will be allowed to be used during the meeting except for the first round as per 3.2.12.

If promulgated by bulletin, the race tyres from the previous meeting which will have been bar-coded, may not need to be bagged, but checks will be made during practice and if the tyres are not the race tyres from the previous meeting entered, then the penalty will be as in 5.1.4

3.2.5. WET TYRES.

All competitors will be required to purchase a new set of wet tyres from JKH at the first round. Only if the meeting is declared OPEN or WET may wets be used.

They may also purchase a reserve set to replace the first set, once the first set is replaced the first set can not be used in the Championship again. This set must be pre ordered (see 3.2.1) and will be sealed in a bag as detailed below. If this set is used they will be entitled to buy a further reserve set at the following meeting.

When you have paid for the tyres you can take your scrutineering card to the parc ferme where the tyres will be issued at random in the normal manner.

All tyres will be marked at each round, and every competitor will draw by random for their set of wets.

You may mount the tyres on wheels, but at no time, other than going to the dummy grid and then onto the circuit to take part in either timed qualifying or a race and then directly return to parc ferme, may the tyres leave parc ferme.

All rules that apply to the slick tyres re parc ferme will also apply to the wet tyres. At the end of the meeting, you can either take your tyres from parc ferme in the normal manner, in which case you will have to purchase a new set at the next round from JKH as above, or you can request that the tyres are sealed in a bag, which will be also marked. You will then take the sealed bag with you.

At the next meeting if you return the bag to the parc ferme without it having been tampered with in any way, and if the scrutineer or tyre official is happy that the bag has not been opened or tampered with in any way, you may use the same set of wets tyres at that meeting.

If the scrutineer feels the bag has been tampered with, then you will be required to purchase a new set of wets from JKH for that meeting. This system will continue for the next meeting etc.

There will be a charge of £12 for a replacement bag. Only wet tyres purchased from JKH and obtained from within the parc ferme will be allowed to be used during timed qualifying and racing.

3.2.6. Competitors must remove all their tyres and fuel cans from each circuit at the end of a meeting. Should any be left behind they will be identified and any charges incurred for their disposal will be reimbursed from the competitor.

3.2.7. For all classes a parc-ferme system will be used for slick tyres as well as wet tyres. At no time are competitors' tyres to go outside the parc-ferme except when going to the dummy grid, on to the circuit, or returning directly from the circuit or scrutineering area.

3.2.8. CLASS TYRES.

The only tyres to be used in each class are listed below, mandated by the Super One.
Rotax Mini Max, Junior Max D2 slick, Senior Rotax Senior, 177 D5 All Rotax Classes W2 wets.
TKM Classes Maxxis Green Slicks Maxxis Red Wets.

For Honda Cadet and IAME Cadet Bridgestone YJL Slick and YFD Wet.

ROK classes the tyres are Bridgestone YJL (Mini ROK), YLR (Junior ROK, Senior ROK) slick and Bridgestone YFD (Mini ROK) YLP (Junior ROK, Senior ROK) wets.

For Honda ProSprint Senior tyres which are slicks Bridgestone YDS and wets Bridgestone YLP.

All tyres including test tyres must be supplied by JKH UK Ltd (except used tyres for testing where permitted in these regulations).

3.2.9. At any time tyres may be tested by the Super One for conformity and their decision is final.

3.2.10. A photo-ionization detector (PID) may be used for comparison testing for chemical treatment of tyres. A reading greater than 2ppm, with the sampling probe within 5mm of any part of the tyre or tread, and where the reading is at least 50% greater than the average readings found on a similar sample of tyres from the spare pool held by the organisers will be deemed illegal.

If chemical treatment of tyres is established before the race, using the above technique or any other, the competitor will not be allowed to race as chemically treated tyres may constitute a safety risk.

3.2.11. Competitors' control tyres may only be used for timed qualifying and finals and may not be used during practice and warm up practice.

3.2.12. Only the previous weekend's race tyres may be used for any official or unofficial practice session at any time during the meeting. For the first round any single set of used tyres may be used.

Random checks will be made for compliance and the penalty is detailed in 5.1.4. Random checks will be made for compliance and the penalty is detailed in 5.1.4.

3.2.13 It is the competitors responsibility to insure wheels tyres and tyre holders against loss or damage. Wheels and tyres are left in storage at the competitor's own risk, Super One Series is not responsible for lost or damage.

3.3. CHASSIS

3.3.1. All classes will only be allowed one chassis however, if damage occurs to the chassis, which has been scrutineered for the meeting, if in the opinion of the scrutineer it is not practical or safe to repair in time at that meeting, one alternative chassis of the same make and type may be scrutineered in order to continue the meeting.

Mini ROK Chassis minimum wheel base 885mm maximum wheel base 955mm Axle minimum 25mm solid Maximum 30mm x 4.9mm minimum wall thickness made from magnetic steel.

3.3.2 BALLAST:

Ballast may be added to the kart chassis or seat to attain the minimum class weight. There must be at least two bolt fixings, or three if straddled on a triangular seat stay. The maximum per fixing is 5kg.

3.4. ENGINES

3.4.1. Only two engines are allowed to be scrutineered.

Engines may only be started in the pits if the circuit permits starting in a designated area. Should a Driver/Entrant wish to start their engine it may only be done under the supervision of the Scrutineers and then only in a designated area.

Due to noise problems some circuits may not have such an area. Any Driver/Entrant starting their engine without the above permission will be reported to the clerk of course who may exclude them from the meeting or penalise them in accordance with these Regulations.

ROK Spark Plug. The only spark plugs permitted are shown below; they must be unmodified and as supplied by the manufacturer, with sealing washer in place unless a temperature sensor is fitted.

Permitted spark plugs:

MINI ROK

NGK: B9EG, B10EG, BR8EG, BR9EG, BR10EG, BR9EIX, BR10EIX. DENSO: IW24, IW27, IW29, IW31
ROK GP NGK: B9EG, B10EG, BR9EG, BR10EG, BR9EIX, BR10EIX. DENSO: IW27, IW29, IW31
ROK Original Battery boxes must be used. The battery must have the class and kart number marked on it.

3.5. FUEL & FLUIDS

For all classes the only petrol allowed to be used during racing will be that petrol nominated by the championship organisers from a nominated petrol pump at a designated local service station. The entrant must obtain a receipt from the designated service station dated no earlier than the Thursday preceding the meeting (Wednesday in the case of the last round). The receipt must be shown on request of the Technical Commissioner, the Eligibility Scrutineer or the Chief Scrutineer or the fuel official.

Competitors will be required to state the make and type of oil used in the fuel, and the mix ratio on their scrutineering card. A sample of the oil may also be required.

Any fuel testing done at the circuit is deemed to be the definitive test.

If you have fuel samples taken for further analysis of additives (including oil) or for comparison testing, you will be required to make a written declaration to the scrutineer stating the make and type of oil that you have used in your petrol, and the ratio mix.

If your samples do not conform to your written declaration or are found to be ineligible you will be excluded from the meeting and may not be permitted to enter any further S1 events. If proven to be ineligible that competitor will pay for the cost of the tests and all costs incurred on the indemnity basis as a contract debt.

A minimum of three litres to be available is recommended but a minimum of 1.3 litres is mandatory to allow for comparison testing and/or analysis of additives (including oil).

The testing of fluids other than fuel will be carried out by taking three samples, each of equal volume, and labelled and sealed. One sample will be tested using S1 approved test equipment.

- 3.5.1 Any time during the meeting you may be requested by the Eligibility Scrutineer to replace under supervision the fuel in the kart with fuel that will be given to you by the scrutineer, for use for the remainder of the meeting. The cost of this fuel is to be paid by the competitor prior to their next race.
- 3.3.2 Any time during the meeting you may be requested by the Eligibility Scrutineer to replace under supervision the oil in the engine with oil that will be given to you by the scrutineer, for use for the remainder of the meeting. The cost of this oil is to be paid by the competitor prior to their next race. You may provide a sealed bottle of the oil marked on your scrutineering card.
- 3.3.2 The only oil that may be used in the Honda Engines sump is Joe Gibbs KRT, no additives of any kind may be added to the sump oil or the designated pump fuel. No oil to be added to the designated

3.6. COSTS

Competitors should be aware that deposits will be taken in advance for costs involved in eligibility checking and note that these regulations will also extend to any tests or checks made on fuel and tyres.

Any competitor found to have been using fuel, tyres, or equipment not conforming to these regulations, will be subject to any costs involved in carrying out any necessary tests or eligibility procedures.

Failure to pay these costs will result in exclusion from any further championship meetings by S1

It is the competitor's responsibility to cover the costs of any rebuilds, damage or work to be carried out after scrutineering checks.

3.7. TRANSPONDERS & RADIO COMMUNICATIONS.

All karts must be fitted with a TAG Heuer transponder provided by the driver/entrant. The fitting regulations mirror those in the Motorsport UK Karting UK Yearbook Appendix 4©.

It is the responsibility of the driver to ensure that the transponder is working correctly, chassis parts or bodywork does not obscure the signal and the battery is sufficiently charged.

These transponders will be used for lap scoring and must be in place and working for all official practice and all races.

Transponders not fitted or not working will result in the competitor not being lap scored, and no finishing position given. Note if vertical fitting is not possible as prescribed it may be fitted on the rear of the seat and must be in a vertical position.

No radio communication is permitted to or from the kart or driver unless under the control of the organiser, except for satellite positioning systems for datalogging purposes.

The lap scoring and timing areas are out of bounds to all except signed on officials.

3.8. RACEWEAR.

At all times whilst on track drivers must wear race suits, helmets, boots that cover the ankles and suitable gloves. All race clothing should be designed and suitable for competition use in good condition. These will be inspected at pre-race scrutineering.

Helmets will be full face and should comply with one or more of the following.

FIA 8860-2004, FIA 8859

SNELL SA2005, Snell SA2010, Snell SAH2010, Snell SA2015

SFI Foundation 31.1A, 31.2A

BS6658 Type A/FR

ECE22.05 ACU Gold Sticker approved

SNELL- K98, K2005, K2010, K2015

SNELL – FIA CMR2007^

SNELL – FIA CMR2016^

SNELL – FIA CMS2007^

SNELL – FIA CMS2016^

^Mandatory for all under 15 years of age

Competitors should note that the expiry dates of crash helmets may be observed.

Race suits must have CIK homologation and be either Level 1 or Level 2 marked on the collar.

4. JUDICIAL PROCEDURES will be as detailed in Appendix 1

4.1.1. ROUNDS: In accordance the summary of mandatory penalties as appended to these regulations as Appendix 2.

4.1.2. CHAMPIONSHIP: In accordance the summary of mandatory penalties as appended to these regulations as Appendix 2.

- 4.1.3. By registering for the championship or competing as a guest all competitors, and their associates, commit to the Super One Series Code of Conduct published from time to time.
- 4.1.4 Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion.

5. CHAMPIONSHIP AND ROUND PENALTIES

5.1. INFRINGEMENT OF TECHNICAL REGULATIONS

- 5.1.1. The minimum action resulting from infringement of technical regulations arising from post race scrutineering or Judicial Action will be exclusion from the race or timed qualifying session, and the maximum action will be exclusion from the meeting. This shall not apply in the case of drivers being underweight. The penalty for this infringement, shall be exclusion from the race, with the exception that in the Repechage the driver will still receive 9 points, and in either Final the driver will still receive 28 points both being the equivalent points to last position of a full grid.
- 5.1.1.1 At the end of any race In the case of a technical infringement arising from post race scrutineering due to an incident during a race, such as an Air box, exhaust etc. loose or falling off, which if seen during the race would normally have resulted in the competitor being given the mechanical failure flag, or where the driver is given the flag too late for them to leave the circuit before the end of the race, the competitor will be placed in a position in the results behind the last driver completing the race. If more than one driver is affected they will be recorded in the order that they started the race; ie the highest on the starting grid will get the first place behind the finishing drivers.

Competitors are reminded that failure to comply with a technical flag will be at minimum be exclusion from the race.

- 5.1.1.2. For clutched classes a Uni Logger system may be fitted if requested by the Chief Scrutineer at any time and must be fitted in the correct manner.

From the information gathered from the Uni Logger any anomalies or non-permitted settings will be reported to the Technical Commissioner or eligibility scrutineer. After the evidence has been seen he may issue a non-compliance document that will then be passed to the Race Director.

The Race Director will hold a hearing into the matter. If the clutch is shown not to comply with the regulations then the minimum penalty will be exclusion from the Timed Qualifying or Final.

- 5.1.2. Infringement of non-technical regulations and the Sporting regulations issued herewith and individual SR's, or penalties as shown in these regulations as per Article 4.
- 5.1.3. If a competitor can demonstrate that they have established an undisputable position within the championship before the last round (i.e. a position unaffected by the results of the final round) then the following will apply to that competitor only at the final round:
 - a) Championship Regulation 1.7.3 will not apply
 - b) A competitor may still be excluded from the meeting for technical or non technical offences, but may count it as their dropped round.
- 5.1.4. The penalty for non-compliance with the use of test tyres (3.2.12) is a deduction of 20 championship points from the total for the round.

6. COMMERCIAL SECTION: COMPETITOR'S & TEAM OBLIGATIONS

- 6.1 Competitors may be required to carry Championship sponsors' badges, which will be supplied, on their race suit

- 6.2 Competitors will be required to display Championship sponsors' stickers, which will be provided, on their karts, helmets and visors.
- 6.3 Competitors must only use the officially approved Super One Numbers on their karts
- 6.4 Competitors and their team support personnel must at all times present themselves in a professional and polite manner and be attired smartly. The decision of the organiser as to the definition of smart clothing is final. Vulgar or abusive language will not be tolerated.
- 6.5 Competitors may be required to remove decals/stickers etc, which conflict with the series sponsors.
- 6.6 All competitors must participate in a Championship Drivers' Parade at each meeting. The exact time will be in the race program.
- 6.7 Competitors may be required to take part in further Championship promotional activities at the rounds or the prize giving.
- 6.8 Competitors may be required to carry an onboard camera on their kart on behalf of the TV production company at any time during the meeting
- 6.9 Failure to comply with any section in 6.10. will be reported to the Race Director or Championship Stewards and could result in immediate exclusion from any of the meetings, and/or forfeiture of a prize or award.
- 6.10 COMPETITORS should note that at some circuits' caravans and motor homes might be placed in a separate area and NOT allowed in the pits. Pit space is limited and competitors must park in a sensible and orderly fashion or where instructed by the organising club or officials. A single competitor MUST be able to fit their vehicle, awning etc within the confines of 48 sq metres, (8 x 6). BE WARNED IF YOU EXCEED THIS FIGURE YOU MAY WELL BE REFUSED ENTRY TO THE CIRCUIT, irrespective of the fact that you have an entry to the meeting.
Pit Spaces may be booked in advance through the Super One Series

If requested to move by the organising club or a Super One Official competitors will do so. Failure to move on request may result in exclusion from the meeting.

- 6.11 Competitors are not able to enter the circuit before 1.00 pm on the Friday prior to the meeting unless they are a registered team or have reserved parking or if official practice on Friday is authorised then by 1 p.m. on the Thursday.
- 6.12 If requested recordings from the onboard camera must be made available to the organisers for judicial purposes and the television producer for their use as follows. All footage is copyright of the Super One Series and may not be used for any commercial purpose without written permission from the promoter. By countersigning as entrants of minors they agree that they have no objection to still or moving images being taken of the driver or team personnel undertaking their sporting activities. By entering the series the Driver and Entrant/Driver understands that the series is filmed for television broadcast, distribution on DVD and by other forms of electronic media exposure, including internet streaming and by still images. The Super One Series, Producers and authorised photographers retain copyright over any and all images gathered, which may be used by the series and other media companies at any time in the future. By entering the series, you agree to make your driver/yourself available for interviews and other media purposes as requested by the film crew from time to time. The Producer/Editor retains the right to use the images gathered of anybody in the Super One paddock within the final edited programme, in any way that the Editor decides has merit and in order to support a programme feature, racing incident or storyline. By entering you agree not to withhold any rights to such use at any time before filming, or after any filming/editing has taken place.
- 6.13 FIRE EXTINGUISHERS: All drivers must have present at race meetings a fire extinguisher to current BSEN3 or EN3 standard with a minimum 55B rating. Officials will carry out spot checks in the paddock. (Note: Type B means for use with flammable liquids, and the 55 refers to the capacity. The actual extinguishant is not specified, but Halon is no longer legal in the UK). Fire extinguishers must be kept at the entrance to the competitors pit space at all times. It is recommended that competitors with enclosed awnings have a minimum of a 2kg foam or powder extinguisher, and if more than one private competitor is sharing the awning then a minimum of two 2kg extinguishers be available. Commercial enterprises should be aware of Health and Safety at Work legislation and provide a minimum of two 6kg foam or powder extinguishers to be placed at the entrance(s) of the awning.

- 6.14 DUMMY GRID, PARC FERME AND CIRCUIT: Smoking is not permitted on the dummy grid, parc ferme, scrutineering, weighing or engine starting areas or on the track. This ban includes use of 'vaping' or electronic cigarettes.
No one is to enter the circuit without permission from a official and must be signed on and wear a high visibility vest.

Appendix 1

SUMMARY OF JUDICIAL PROCEDURES

1 Protests and Appeals – On Track

The Race Director's decision is final.

The Race Director may impose a penalty as per Appendix 2 and inform the competitor.

No appeals are allowed.

The Race Director may request the attendance of one or more competitors to a judicial hearing. Following representations from competitors the Race Director's decision is final and may not be appealed.

A competitor may lodge a protest against another competitor's on-track conduct within 30 minutes of the results being issued at a cost of £100, made out to Super One Series. The fee is non-refundable. A single Protest against multiple competitors is not permitted.

2 Protests and Appeals – Technical

No appeals are permitted for technical eligibility penalties issued by the Race Director.

All entrants have the right to protest another driver's engine or kart which Protest must be in writing accompanied by a £500 deposit (no cheques are accepted for this purpose) and state the detailed reasons for bringing the Protest.

If the item cannot be checked at the meeting it will be sealed and sent for examination. All costs and cost of carriage will be chargeable, if the item is proved to be ineligible the driver must pay, otherwise the protester.

The organisers reserve the right to have an engine or item from the kart sealed and sent for further examination. If found ineligible the driver must pay all costs, otherwise these will be borne by the Super One Series.

2 ROK Class Engine Claim Rules

3.1 Engine Claim Rule

3.3.1 Any engine taking part in any Rok Super One can be bought by any competitor taking part at Rok Super One events in the same class during the same calendar year, or by the Super One Series at the end of the any Event for the retail price plus a fee of £500 (five hundred British pounds).

Refusal to sell the engine will result in disqualification from the Super One Series.

3.3.2 A proper "ENGINE CLAIM RULE FORM" must be filled in writing and submitted to the Race Director before Technical checks are finished.

3.3.3 Engine Claim Rule fees and engine retail price MUST be paid in full in the form of cash, or debit or credit card or bank transfer to the Super One Series.

3.3.4 The Super One Series has the first right of refusal upon the initiation of any engine claim. If any competitor wishes to claim an engine the engine claim form must be filled out completely and presented to the appropriate official. The appropriate Super One official may claim the engine as series property or approve the competitor's claim, at which time the engine must be turned over or sanctions will follow.

3.3.5 The seller will receive a brand new engine provided by the Super One Series.

Appendix 2: 2019 Super One Series Penalties

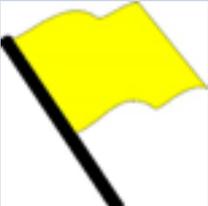
The penalties are as shown below. These are mandatory penalties. Penalty decisions are at the discretion of the Race Director and the decision is final.

PLEASE NOTE: Time, place or lap penalties and also the reason any such penalty is imposed are not appealable

| INFRINGEMENT/DESCRIPTION | PENALTY |
|--|--|
| Gaining an Unfair Advantage | Minimum of 5 place or 1 lap Penalty |
| Driving in a manner deemed incompatible with general safety | 1 lap Penalty or Race Disqualification |
| Driving in a manner deemed incompatible with general safety - Aggravated Contact | Race Disqualification or Round Exclusion & consideration of championship suspension |
| Contravention of flag signal before or after Race - ¼ Black/Yellow / Yellow | Minimum of 5 place Penalty |
| Contravention of flag signal during Race - ¼ Black/Yellow / Yellow | 1 lap Penalty |
| Contravention of flag signal - Ignore Technical Flag Twice | Black Flag |
| Contravention of flag signal - | Black Flag (ignored more than once) Race Disqualification or Round Disqualification |
| Abusive Language, Behaviour or Assault - | Race Disqualification |
| Abusive Language, Behaviour or Assault - serious | Meeting Disqualification & consideration of licence suspension |
| Failure to attend Drivers' Briefing | Fine of £50 |
| Failure to obey an Official of the Meeting | Race Disqualification or Round Disqualification |
| Scrutineer Non-Compliance Report, vehicle or component ineligible | Race Disqualification or Round Disqualification |
| Underweight | Race Disqualification |
| Failure to report to Scrutineering | Race Disqualification or Round Disqualification |
| Incorrectly positioned front fairing - race | 5 place penalty |
| Incorrectly positioned front fairing- timed qualifying | Deletion of fastest time |
| Tampering with a detached front fairing during race / timed qualifying | Race Disqualification |
| Reattaching or repositioning the front fairing after chequered flag | Round Disqualification |

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Race Director issuing penalties against other breaches of regulations

Appendix 3: Flag Signals

| Flag | Message | Flag | Message |
|---|---|--|--|
|  | Start – Red Lights out Or in absence of lights:- For a rolling start, karts start at the moment the flag is raised. For a standing start, karts start at the moment the flag is dropped. |  | All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap. |
|  | Stationary: Another competitor is following closely behind and may be lapping you. Waved: Another competitor is trying to overtake to lap you, stay on the racing line. |  | End of Race, timed qualifying or Practice. |
|  | An ambulance or slow moving kart is on the circuit. The flag will be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector. |  | False start, slow down and reform the grid. Continue on another rolling lap, stay in formation at the speed set by the pole sitter at the front. |
|  | Stationary: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking. Waved: Great danger, slow down considerably. Be prepared to suddenly change from the projected racing line including stopping if necessary. No overtaking. | Flag - or coloured panel for the three signals below, with competitor's number | |
|  | Slippery surface ahead |  | A warning, to the driver that his behaviour is suspect and that he may be black-flagged on further reports. |
|  | Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked. |  | Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs no later than on the next lap. |

| | | | |
|---|--|--|---|
|  | <p>Immediately slow down and form up behind the leader, no overtaking. Continue at a reduced pace, with no overtaking until a green flag is shown at the start finish line. The race leading kart must slow down to a steady pace (as on a rolling start lap).</p> |  | <p>The driver must stop at his pit within one lap of receiving the signal and report to the Race Director. A penalty of disqualification may be enforced.</p> |
|---|--|--|---|

Flag signals may be displayed on a digital display at the start line