



2023 ROK CUP USA

Sporting Regulations

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MISCELLANEOUS

Spirit and Intent: All standards, operational and technical, contained in this rulebook are written with the concept of Spirit and Intent in mind. This concept allows the promoter, ROK Cup USA, to produce fair and consistent events. Participants should not attempt “read between the lines” to manipulate the rules for their advantage.

Officials have the right to interpret a situation, operational or technical, to the best of their ability by referring to these rules, and the spirit and intent of the written standards presented here. Do not assume that if a situation or technical standard is not specifically addressed within this document that the ruling will be in your favor. If you are unsure of a regulation, or are considering a technical “gray area”, please contact ROK Cup USA directly for prior to moving forward.

Advertising: The Promoter has the right to advertising spaces on all karts participating at ROK Cup USA to promote partners and/or sponsors of ROK Cup USA. The Promoter has the right to have competitors remove decals from non-ROK Cup USA partners/sponsors and conflicting and/or competitors of ROK Cup USA and our partners/sponsors. The Promoter also has the right to have competitors remove decals that the Promoter sees vulgar, offensive, or distasteful to the values of the event.

Alcoholic Beverage & Mind-Altering Drug Policy: The consumption of alcoholic beverages and/or mind-altering drugs (including THC products, even if legal in local jurisdiction) is absolutely prohibited during all ROK Cup USA Events. After the Event is declared finished for the day, local laws and track rules will be applied. All persons in the controlled areas of the event are subject to a Portable Breath Test (PBT) at any time. Anyone who has consumed alcoholic beverages or mind-altering drugs before the event day is declared “finished” will be ejected from the event with no refund.

Conduct Detrimental to the Sport: Conduct by any participant (including driver, mechanic, team principal, or associated personnel of a driver) that is harmful to the integrity and/or reputation of the sport of karting, ROK Cup USA, and/or any partners of the Promoter can be deemed “conduct detrimental to the sport” by ROK Cup USA Officials and result in suspensions and/or fines to all associated participants.

It is a privilege, not a right, to be part of ROK Cup USA events. Everyone who is part of a ROK Cup USA event must refrain from “conduct detrimental to the integrity of and public confidence of” ROK Cup. This includes drivers, mechanics, team principals, ROK Cup officials, and anyone directly associated with a driver, team, or ROK Cup USA. Conduct by anyone at a ROK Cup USA event that is illegal, violent, dangerous, or irresponsible puts innocent victims at risk, damages the reputation of others at the event, and undercuts public respect and support for ROK Cup USA will not be tolerated. We must always endeavor to be people of high character; we must show respect for others inside and outside our events, and we must strive to conduct ourselves in ways that favorably reflect on ourselves, our teams, and ROK Cup USA.

ROK Cup USA events are “private events”. As such, ROK Cup USA reserves the right to refuse any entry and ask/have anyone removed from the property at the discretion of ROK Cup USA officials. ROK Cup USA also reserves the right to ban anyone from attending an event at the facility while ROK Cup USA has contractual interest at said event facility.

Interactions between Competitor and Official: All concerns or disputes concerning Drivers shall be taken to the Race Director and/or Chief Steward, through the Driver or official Entrant. If other officials are to be a party in resolving disputes, it shall be at the sole discretion of the Race Director and/or Chief Steward. Any inappropriate actions directed at any official by parties representing a competitor, including the Driver, shall subject the Driver to disciplinary action. Outbursts of loud and vulgar nature and/or failure to follow the instructions of any Race Official will not be tolerated. This applies during the running of an event as well also extends to conduct in the local area of the event or related function (banquets, parties, seminars) including motels, hotels, restaurants, or any public or private area. Such conduct will be treated with ZERO TOLERANCE and could subject the Driver to penalty or other personnel to exclusion from the series.

Threatening Actions: Threatening actions, **in person or via communication means including social media**, such as intimidation, verbal abuse, harassment, or litigation towards any ROK Cup USA Official, ROK Cup USA staff member, event participant or other attendee at an event could result in disqualification or ejection from the event, and possibly from all future ROK Cup USA Events until further notice. Physical violence towards a ROK Cup official or another participant will result in prosecution under local laws. This applies both at the racetrack facility and at any offsite location. The rules, as stated above and below, shall be interpreted in a logical manner. The interpretation of the rules shall follow a logical thought process. Every situation cannot be foreseen. The officials shall apply the rules in a manner that does not strain the intent of the written rule, allowing the Race Director and Chief Steward to make timely decisions and resolve disputes.

Tires/Trash: If no specific container is designated, no used tires, fuel, oil, etc. may be abandoned at the track facilities. Leaving these materials at the track facilities will result in a fine of up to \$1000.00 for each offense (per tire, fuel can, or oil bottle).

Use of social media: social media includes all means of communicating or posting information or content of any sort via digital applications or on the Internet, including any social network, blog, podcast, journal or diary, personal web site, web bulletin board or a chat room, whether associated or affiliated with ROK Cup USA, as well as any other form of electronic communication. The most common forms of social media are Facebook, Twitter, Instagram, SnapChat, YouTube, Twitch, and TikTok.

Drivers, team principals, mechanics, employees of teams, entrants, parents & known relatives, and associates of any the afore mentioned persons are held to this policy. Any violation of the policy can result in disciplinary action against the affiliated driver and/or team principal.

Any issues that may arise regarding ROK Cup USA rules and regulations, decisions by Officials, policies, results, points standings, or situations between the competitors or crew, are to be handled privately and directly between the parties involved and ROK Cup Promotions LLC. If you would like to address an issue, the appropriate manner of communication is either via phone (407-575-6435) or email (info@ROKcupusa.com).

Attacking ROK Cup USA Officials, products, partners, other competitors, or other parties via social media sites is unacceptable and may result in disciplinary action if the Series Promoter determines that the communication is derogatory, libelous, or not in the best interest of the ROK Cup USA series. The resulting penalties for such an infraction include but are not limited to monetary fine, disqualification from an Event, ejection from an Event and possibly from all future ROK Cup USA Events until further notice. Any Driver associated with a person or persons found to be facing such penalties will not be allowed to enter an Event until the monetary fine is paid, should that be the resulting penalty.

1. GENERAL

1.1 Promoter, Intents and General Undertakings

1.1.1 ROK Cup Promotions LLC., is the official promoter and organizer of ROK Cup USA.

1.1.2 All events shall be specifically regulated by the "Series Structure," when necessary, otherwise this Rule Book shall serve as the guidelines for fair competition.

1.1.3 This Rule Book shall be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of the ROK Cup rules and regulations.

1.1.4 All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other, participating in ROK Cup USA, agree on behalf of themselves, their employees, agents, etc., to observe all the provisions of this Rule Book.

1.1.5 ROK Cup USA is governed by the rules and regulations included in the Rule Book.

1.1.6 "Series Structure" consist in modifications to these rules and regulations for a specific event of ROK Cup USA, due to force majeure or Organizer sole decision.

1.1.7 The right to associate ROK Cup USA with the name of a company, organization, or commercial make is exclusively reserved for ROK Cup Promotions LLC.

1.1.8 By entering participant areas, all participants agree that ROK Cup Promotions LLC and its partners may use official photographs or video featuring participants for advertising, publicity, and public relations purposes without restriction.

1.2 Safety

1.2.1 Racing is a dangerous sport. These rules and regulations are in no way a warranty or guarantee against injury, permanent injuries, or death to any of the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other.

1.2.2 Safety is the primary concern of the Promoter, but racing karts, even if every precaution is taken there is an inherent risk. All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other, assume those risks when participating in any ROK Cup USA Event.

1.2.3 Even when the Promoter has taken all possible and known measures to reduce or avoid risk of injuries, permanent injuries, or death, the risk cannot be eliminated totally.

1.2.4 Although safety is the Promoter's main concern, the Promoter is not and cannot be responsible, by any means, for any injuries, permanent injuries, or death, that occurred to all the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other participating in any ROK Cup USA Event.

1.2.5 Track owners will be directly responsible of the racing facilities, including personnel and equipment utilized for

the event, ensuring conditions at the racing facility are maintained with high standards to prevent and reduce any risks, and will respond to any injuries, permanent injuries, or death if such instances occur.

1.2.6 The driver is the direct point of contact at the event with regards to all issues concerning the driver, on or off the track. No other person is allowed to discuss any matters concerning the driver with any Official or ROK Cup USA staff EXCEPT the driver. It is the driver's responsibility to ensure that every person concerned by his/her entry observes all the provisions of these rules and regulations. If any driver is unable to be present, he/she must nominate a representative. The driver or designated representative is responsible jointly and separately with the driver for ensuring that the provisions are observed.

1.2.7 Drivers must ensure that their karts comply with the conditions of conformity and safety throughout the Event. The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.

1.2.8 By participating in ROK Cup USA Events, all Drivers are deemed to have understood, accepted, and complied with these rules and regulations.

1.2.9 All the parties concerned, including but not limited to drivers, participants, crew members, officials, employees, representatives, associates, or other MUST, always, wear the appropriate identification credentials issued to them.

1.2.10 Any person entering the pit area during a ROK Cup USA event must sign the "Release and Waiver of Liability, Assumption of Risk, and Indemnity Agreement." Drivers must register themselves as "DRIVER" on the Agreement, all others must register themselves as "NON-DRIVER".

1.2.11 The "Driver", otherwise specified in writing by the Driver himself/herself, is the official "Entrant" in all ROK Cup USA Events. Drivers under 18 years of age are required to present a completed "Parent Consent Authorization" form along with their parent and/or legal guardian who is present with them at the event.

2. DRIVERS

2.1 GENERAL

2.1.1 Drivers will demonstrate their driving skills to the approval of the ROK Cup USA Race Director during the official practice sessions. The Race Director has the final authority to remove a Driver from competing at an Event if considered not suitable. A 107% rule may be used to determine the drivers ability, 107% minimum speed of the fastest driver.

2.1.2 In a case where a Driver is not allowed to compete in a ROK Cup USA Event, the entry fee may be refunded in whole or in part at the sole discretion of the Promoter. ROK Cup Promotions LLC's primary concern is the safety of all drivers and participants. This measure is reserved for the intent to assure everyone's safety under racing conditions, and not to ban a Driver.

2.1.3 The age of a Driver will be determined by the age to be attained at the date on competition. Any driver that starts a series that is more than one race weekend, can finish the series without ageing out of the class. Official government proof of age may be required upon the discretion of the Race Director and/or the Promoter of any official ROK Cup USA event. Failure to show proper official government documented proof of age will likely result in class ineligibility until such proof is given to the proper ROK Cup USA staff member(s).

2.1.4 Micro ROK minimum age is 7 years old. Mini ROK minimum age is 9 years old. The Junior ROK minimum age is 12 years old. The Senior ROK minimum age is 15 years old. The Master ROK minimum age is 32 years old. The Senior Shifter ROK minimum age is 15 years old. The Master Shifter ROK minimum age is 32 years old.

2.1.5 Driver Age and Eligibility: if a driver wishes to compete in a class in which they do not meet the minimum age requirement, the driver MAY BE eligible to compete in a class with the approval of the Race Director or Organizer upon completion of a "Driver Age/Class Eligibility Form", which will require the Driver to provide specific information and documentation confirming their ability to perform and complete in the class. This decision is based solely at the discretion of the Race Director or Organizer **and is not eligible for a protest or appeal.**

2.1.6 Even if the Driver is approved to compete in such class, at ANY TIME, during ANY PART of the race Event, a Race Official may determine that the Driver poses a hindrance to the safety of the race conditions and remove him/her from the class, WITHOUT protest or appeal.

2.1.7 **Drivers are not allowed to compete in multiple different age classes except for those drivers who are eligible to compete in Senior and Masters' Classes. I.E.: no competitor can run both Micro and Mini or Mini and a Junior class at the same event.**

2.1.8 **After a driver completes one (1) event weekend at any ROK Cup USA or equivalent series in a "higher" age bracket class (defined here as ROK Mini, ROK Junior, ROK VLR Junior, ROK Senior, or ROK VLR Senior), the driver IS NOT ELIGIBLE to compete again the "lower" age bracket class (defined here as ROK Micro, ROK Mini, ROK Junior, ROK VLR Junior, or ROK VLR Senior). ROK Cup USA reserves the right to honor other series age/class participation.**

2.1.9 All non-USA resident drivers MUST hold a current year Competition License issued by their country's ASN or governing body. Canadian drivers are the only exception.

2.1.10 In the case that a Driver has any physical or mental conditions that the Driver is aware of that may limit his/her ability to safely compete in the Event, the Driver is not allowed to take part in the Event.

2.1.11 The Driver is responsible for actions carried out by his/her family, guests, and crew.

2.1.12 There is a "Zero Tolerance" policy on any retaliatory actions or unsportsmanlike gestures taken or displayed

towards another driver during Qualification, Heats or Finals. ANY unsportsmanlike actions displayed by a competitor towards another one may be grounds for immediate disciplinary actions including expulsion from the event. These decisions are at the sole discretion of the Race Director and/or Chief Steward and are final with no available protest.

2.1.13 Driver Briefing: Driver briefing is mandatory for all drivers entered in the event. **This includes online and/or in person Driver Briefings.**

2.1.14 Podium: Drivers classified in 1st, 2nd, and 3rd place in the final must be present on the podium. These 3 classified drivers must wear their race suit, zipped up, at the prize giving ceremony on the podium. If hats are supplied by the organizer, they must be worn by the drivers during the podium ceremony. Competitors who fail to adhere to these podium standards or who fail to appear for the podium ceremony without the approval of the Race Director or Steward may be subject to penalty including monetary fines, exclusion from the event, and loss of points and awards.

2.2 Flags/Colored Track Lights

2.2.1 All Drivers **MUST** know and respect the flag **and track lights** meanings. **Track lights may be used in place of a physical flag, and failure to follow a track light indication can result in the equivalent penalty to disregarding a physical flag. In the following definitions, "flag" or "flags" is used to represent both physical flags and/or colored track lights.**

2.2.2 Due to safety, no consideration can be made for drivers who do not know or cannot see colors as a reasonable/average person would know/see colors. It is the sole responsibility of the driver to know the colors and their meanings on-track.

2.2.3 Red Flag: (Stop/Danger) When a race is "red flagged" it is stopped due to some condition that has made the track unsafe. These conditions can range from weather problems, to accidents, to surface problems such as oil and/or debris on the track. A red flag may also indicate the track has been completely blocked by an accident or debris and there is no safe route through the problem. As soon as a red flag is shown, drivers must come to a stop as quickly and safely as possible and wait for directions from track officials. Any driver having been penalized for and/or having caused a red flag condition **MAY** not re-enter the same race if the race returns to green; these decisions are at the sole discretion of the Race Director and/or Chief Steward

2.2.4 Local Yellow Flag: (Caution) The yellow flag is the signal for caution. **The yellow flag zone starts where the first yellow flag or light is displayed.** When it is held stationary, it is an indication that there is a problem ahead. Drivers must slow and refrain from passing at this point. A waving yellow flag indicates immediate danger ahead. Drivers should be prepared to stop and cannot pass, although they can close the distance to the kart in front of them. Passing another driver under yellow flag conditions may result in a penalty **equal to the number of drivers passed (not including those in the accident) or a 5-second time penalty.**

2.2.5 Full Course Yellow Flag: **Two/dual yellow flags and/or one yellow flag and a signage reading "FCY" will be displayed by flaggers and/or Track Lights will blink very quickly.**

- Under Full Course Yellow conditions, the leader (per the Race Director) will slow to approximately half speed around the track. The remainder of the field will stay behind the leader in single file. **NO PASSING** of any kart still under power is permitted.
- The Head Flagger/Starter will show the field "one to go" (before green flag racing resumes) with a rolled green flag as the field crosses the start/finish line. On the next lap, the leader can begin accelerating in the pre-determined acceleration zone. The Head Flagger can give a green flag to resume racing or a yellow flag if the leader is deemed to get too large of "jump" on the start.
- Racing resumes for the whole field as soon as the green flag is waved.

2.2.6 Green Flag: (Start/Go) The green flag is waved by the starter to indicate the beginning of the qualification session, heat, pre-final, final, or practice session. It is waved after a caution to notify the drivers that the race has been restarted. The green flag also is an indication that the course is clear of any obstacles or debris **and competitive racing may resume at the next green flag and/or light.**

2.2.7 White Flag: (Last Lap) When waved by the starter, the white flag indicates that a driver is entering the last lap of the qualification session, heat, pre-final, final, or practice session. It is waved continuously for all Drivers following the leader until the leader approaches the finish line. The white flag is not a mandatory flag to be shown.

2.2.8 Black Flag: (Infraction) A black flag means an infraction/breach of rules has been committed. A rolled black flag pointed at a Driver serves as a warning, a Driver may receive multiple rolled black flag pointed warnings for minor infractions. A waving black flag means a Driver has committed an infraction and the Driver must exit the track when receiving a waving black flag. A number sign may be used to distinguish the driver receiving the black flag. Scoring will be stopped when a driver has received the black flag. Failure to remove himself/herself from the session will result in a DQ after being shown the black flag 3 times.

2.2.9 Black Flag/Orange Disc: (Mechanical issue) Driver **MUST** go immediately to the pits. Absence of black flag shown does not negate Driver's responsibility to have bodywork installed.

2.2.10 Checkered Flag: (Finish) The checkered flag is waved by the starter to indicate the finish of the competitive session. The checkered flag is waved for all finishers.

2.2.11 Blue Flag: The blue flag has different meanings depending on how it is held and whether it is used during practice, qualifying, or race. When it is held motionless it is an indication to a Driver that there is a faster competitor

following closely behind, but not yet close enough for a pass. A waving blue flag indicates that the Driver is about to be overtaken and should take care to permit the following vehicle a safe pass.

2.2.12 The head Flagger is only required to give the green and checkered flag. All other flags, including halfway, two to go and white flag are optional and given at the discretion of the head Flagger.

2.2.13 Crossed flags: a set of crossed flags (green & white) is displayed to indicate that the race is at the halfway point.

2.2.14 Two, vertical flags side by side: represents two laps remaining in the race.

3. EVENT REGULATIONS

3.1 Safety

3.1.1 It is strictly forbidden for Drivers to drive their karts in a direction opposite that of the race, if a driver drives their kart in a direction opposite that of the race, he/she can be penalized and/or excluded from the on-track session.

3.1.2 Passing under "Yellow Flag" conditions may result in a penalty.

3.1.3 During the event, Drivers may use the track only and MUST always observe the dispositions of the International Code relating to driving on circuits.

3.1.4 During the Event, a kart that stops MUST be removed from the track as quickly as possible for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the Officials' duty to help him/her; however, if the kart restarts because of such help, it will be excluded from the classification of the heat, pre-final, or final in which this help was provided.

3.1.5 Micro and Mini ROK drivers are allowed assistance from track staff to restart and continue the race without being penalized or disqualified from classification.

3.1.6 Except for medical or safety reasons, the Driver MUST stay close to his/her kart until the end of the practice session, qualifying session, heat, pre-final, or final.

3.1.7 Except in cases expressly provided for by the "Series Structure," no one except the Driver and/or Officials are authorized to touch a stopped kart unless it is in the Repairs Area.

3.1.8 If refueling is authorized, it may be carried out only in an area provided for this purpose.

3.1.9 When the track is closed by the Race Director during and after practice and after the finish, no one is allowed to be on the track, except for Officials.

3.1.10 During the Event, the kart may be restarted only by the Driver himself/herself, except if he/she restarts from grid. The Driver may not receive any outside help on the track during the running of the Event. Micro and Mini may receive help from on-track Officials ONLY to help clear incidents as well as to help them resume racing. Assistance is forbidden for all other classes.

3.1.11 A speed limit may be imposed in the pit lane, during practice, and the formation laps. Any Driver breaking this speed limit will be issued a **2-grid position penalty for their next/current competitive on-track session** by the Race Director.

3.1.12 If a Driver is experiencing mechanical problems on the track during the Event, he/she MUST exit the track as soon as possible for safety reasons.

3.1.13 If a Driver is involved in a collision, he/she MUST NOT leave the circuit without the Officials' agreement.

3.1.14 Official instructions will be transmitted to the Drivers by means of the flag signals, as per International Code. All parties involved in the event MUST not use flags like these ones in any way whatsoever.

3.1.15 When participating in the Event, Drivers MUST always wear the full driver safety equipment defined in the ROK Cup USA technical rulebook.

3.1.16 In the case of a wet race (conditions signaled by the Race Director), the choice of tires will be left to the discretion of the drivers. The Race Director reserves the right to use the black flag if he/she deems that a Driver's kart is fitted with the wrong set of tires and that the Driver is too slow and/or dangerous for other Drivers.

3.1.17 **ROK Cup USA reserves the right to implement & require all drivers to purchase and use RaceCeiver one-way radio system. For more information on RaceCeiver visit, www.raceceiver.com**

3.2 Officials

3.2.1 Chief Steward: is the head Official of the Event. The Chief Steward will make all decisions including, but not limited to, safety, competition, disciplinary action, rule interpretation, legality, timing and scoring, equipment conformity, etc. All and any decisions made by the Chief Steward, acting as only judge of fact, are FINAL at an Event. Only protests addressed to the "Under Appeals" can overrule the Chief Steward's final decisions. ROK Cup Promotions LLC can, at the sole discretion of the Series Promoter, appoint an Assistant Chief Steward(s) to assist in the duties and functions carried out by the Chief Steward.

3.2.2 Technical Director: is the head Official for technical meanings and in charge of all the Technical Officials. He will take all decisions including, but not limited to, safety, pre and post-race inspections, equipment conformity, technical advice, and guidelines. He reports all infractions regarding safety and/or technical to the Chief Steward.

3.2.3 Race Director: The Race Director is the judge of fact for all track operations, Race Director will make all decisions including, but not limited to, safety, competition, disciplinary action, rule interpretation, legality, conformity, etc. The Race Director may appoint assistants at any time to assist in the duties and functions carried out by the Race Director.

3.2.4 Starter/Head Flagger: is in charge of the racing surface during competition as well as given the most important flags to drivers, i.e. green, half race, two laps to go, one lap to go, and finish. Red flag, yellow flags, and black flags will be given upon Race Director decision ONLY.

3.2.5 Grid Officials: supervise all operations in the grid.

3.2.6 Other Officials: it is the sole decision of the Chief Steward to appoint other officials such as, but not limited to, pit area, race surface, timing, scrutineering, registration, etc.

3.2.7 Doctor/Paramedics: in charge of all medical assistance during the event. Doctor/Paramedics are the ONLY ones authorized to take care of Drivers who have been involved in any accident.

3.2.8 If any driver disregards the instructions of a Race Official or Chief Steward, they will be subject to a penalty.

3.3 Points Structure

3.3.1 Refer to event supplemental rules for the points system for each ROK Cup USA event.

3.3.2 If a driver is approved to switch from class A to Class B, all points earned in class A will NOT transfer over to class B.

4. RACE PROCEDURES

4.1 General

4.1.1 The Event format will be specified in "Series Structure" See ROK CUP USA website for details.

4.1.2 At the sole discretion of the Race Director, for safety reasons, an Event could merit the need for "Drivers' groups": groups will be divided into equal amounts, if possible, through a randomized selection process in the presence of at least one Official before the free practice and will remain unchanged for the qualifying practice as well.

4.1.3 If no time is taken or laps completed by a Driver, he/she shall take the start at the end of the grid for the next on track session. If several Drivers are in that situation, their starting positions shall be decided through a randomized selection process through the timing system.

4.1.4 At the end of Practice, Drivers may be separated into groups for the Qualifying Heats if needed. The number of Drivers per group will be at the discretion of the Race Director. Each group must compete versus all the other groups.

4.1.5 **Qualifying grid order is determined by order of Pre-entry. This will "lock" in 48 hours before the qualifying session begins. This order is time stamped computed by time-stamped data provided by Kart Pass. Trackside entries will be placed at the back of pre-entries in the order they arrive at the grid before qualifying.**

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

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

4.1.8 For Heats, points will be awarded as follows: 0 point to the 1st, 2 points to the 2nd, 3 points to the 3rd and so on according to an increasing progression of one point per place.

4.1.9 If a Driver does not take the start in a Heat, he/she will receive the number of points equal to the number of participants plus 1 (30 entries = 31 points).

4.1.10 If a Driver has been black-flagged or excluded, he/she will receive the number of points equal to the number of participants of groups A and B plus 2.

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

4.1.12 At the end of the Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled according to their classification in Final Qualifying.

4.1.13 The classified Drivers, according to the maximum capacity of the track, will be qualified for the final phase. The non-qualified Drivers may participate in a Last Chance Qualifier.

4.1.14 Interrupting Practice: Officials may interrupt practice as often, and for as long as deemed necessary, for the clearance of the track or the removal of kart(s). Further, if, in the official's opinion, a driver deliberately causes the stop, he/she may be penalized. The clock may continue running during track clearing process, if allotted time expires, before the track is clear the session will be complete. Considerations may not be made for groups relinquishing practice time due to the need to clear the track, at the discretion of the race officials.

4.1.15 Immobile Karts: A driver must remain present, on the track; with their kart for the duration of any on-track session, should their kart become immobilized, unless instructed otherwise by track officials for safety or medical reasons, mechanics may not retrieve disabled karts.

4.1.16 Timing and Scoring: Tracks don't have to be equipped with magnetic strips or beacons for personal data acquisition. If the driver wants to use a beacon device, the beacon may only be placed trackside with track official's permission and will be only in a designated area. The placing of additional beacons is strictly prohibited. A driver's personal data will never be considered for official scoring purposes.

4.1.17 101% Grouping Rule: If a given class is divided into more than one qualifying group, and those groups take to the racing surface with significantly different track conditions, and those conditions cause the fastest lap times from each

group to be more than 101% apart, then the following line up formula will be used:

- 1st place will go to the fastest time in the faster group (fastest overall),
- 2nd place will go to the fastest time of the slower group,
- 3rd place will go to the second fastest time in the faster group,
- 4th place will go to the second fastest time of the slower group,
- 5th place will go to the third fastest time of the faster group,
- and so on for the remainder of the groups.

This decision to decide if the difference is due to track conditions is at the Race Director's discretion and cannot be protested.

4.1.18 Track Layout: All competitors shall observe the track layout and rotation by not cutting across curbs or driving around pylons. Cutting the track or ignoring track layout can result in penalties or disqualification; this includes the cool down lap after the checkered flag has been waved. The track is defined between the white lines, or other marking method and will not be raced outside of these lines. If ANY driver uses more than the defined track limit to gain an advantage, the driver will be subject to a penalty at the discretion of on track officials.

4.1.19 Slowing or stopping on Racetrack: If a driver's kart slows from racing speed during practice or a race due to mechanical issues, or to exit the racecourse, the driver shall raise a hand above his/her head and wave to alert other drivers behind them. If a kart comes to a complete stop on the racetrack during practice or during a race, the driver shall raise his/her hands above their head and wave to alert other drivers. When safe to do so, the driver must exit his/her kart and remove it from the racing surface.

4.1.20 Lapped Competitor: A driver that is being lapped shall allow the lead karts the preferred racing line to complete the pass.

4.1.21 If two or more drivers are on the track under their own power, and do not complete a full lap, their finishing order will be determined from the grid order after the DNF has been applied.

4.1.22 If two or more drivers are not able to finish the race and break down on the same lap, they will finish by last lap crossing.

4.1.23 Progressive Heats: driver's finishing order in the first heat will determine the driver's starting order for the next heat. The driver's points will be totaled up from all heats and will determine the Driver's starting position in the final.

4.1.24 Non-Progressive Heats: driver's starting position for all heats will be determined by qualifying. The driver's points will be totaled up from all heats and will determine the driver's starting position in the pre-final.

4.2 Qualification

4.2.1 ONLY one Qualifying session will be held for each group unless otherwise specified by the "Series Structure."

4.2.2 Any lap fully covered is counted. The time retained is that of the best lap covered. Any ties will be decided by the 2nd best time set by each driver, and so on in the case of further ties.

The final classification of the Qualifying session will be drawn up as follows: If there is only one group of drivers, the grid will be drawn up in the order of the fastest time achieved by each driver. Two groups of drivers will be combined based on fastest time achieved.

If no time is considered for a driver, he/she shall take the start at the end of the grid. If several drivers are in that situation, their starting positions shall be decided through a randomized timing system selection process.

4.2.3 Last Chance Qualifier (LCQ): If an LCQ has been established, as per Series Structure, a defined number of drivers, who do not qualify directly to the pre-final after qualifying practice and heats, may participate in the LCQ. This race will transfer a defined number of drivers into the pre-final. Number of laps will be according to the length of the track, as determined by Race Officials. When pre-finals and finals are limited to 34 drivers, the top 28 drivers after the heats will advance to the pre-final. All other drivers will run the LCQ with the top 6 transferring to the back of the starting lineup for the pre-final. This number is subject to change based on Series Structure.

4.3 Starting Grids

4.3.1 At the end of the final Qualifying Session, the list of qualified drivers, as well as the starting grids, will be officially published. Only these drivers will be allowed to take the start of the heats and/or of the final phase, pre-final, and final.

4.3.2 Any entrant whose kart is unable to start for any reason whatsoever or who has good reasons to believe that his/her kart will not be ready to start MUST inform the Official in charge of the Grid, who should in turn advise the Race Director and/or timing & scoring as soon as he/she has the opportunity.

4.3.3 The pole position driver of each grid will start the race from the grid position designated by the Race Director.

4.3.4 The pole position Driver of each grid will have the choice of the pole position (on the left or right side of the track), providing that he/she advises the Race Director as soon as he/she reaches the pre grid Area. This choice will ONLY modify the first row, if a Driver elects to move, they must stay in this position for the remainder of the heats.

4.3.5 Quiet Pit: A designated, clearly marked point may be established on a track basis in the area surrounding the starting grid. Quiet pit will be in effect from this point until the driver reaches the starting grid. No engines may be started or revved past this point.

4.3.6 No karts will be allowed out of the grid area on to the track once the start signal has been given and the race

has begun.

4.4 Starting Procedures

4.4.1 The start signal shall be given by means of lights or green flag upon the sole discretion of the Race Director or the Starter.

4.4.2 A line shall be painted 25m ahead of the Start Line. Drivers are forbidden to accelerate before crossing that line. For rolling starts, this line will also be represented by a row of soft cones (1 cone on each side of the track).

4.4.3 As soon as the driver leaves the grid, the drivers are at the orders of the Race Director and may no longer receive any outside help. Any driver who has not placed himself/herself at the order of the Race Director in time with his/her kart in working order will be allowed to leave the Grid Area only at the orders of the Race Director or of the Officer in charge of the Grid Area.

4.4.4 Karts will cover at least one Formation Lap before the start is given. It is forbidden to overtake another driver during the Formation Lap and will result in a penalty issued by the Race Director.

4.4.5 If a Driver's kart has been damaged as a result of another Driver's mistake, the Race Director may stop the Formation Lap and start the starting procedure again on the basis of the original grid or allow the impeded Driver to regain his/her position.

4.4.6 The Starter will give the start as soon as he/she is satisfied with the formation.

4.4.7 In the case of repeated false starts or of incidents during the formation lap(s), the Race Director, may stop the starting procedure by means of the red flag. The Race Director is entitled to issue a penalty on the offending drivers. A new procedure will begin either immediately or within 30 minutes, depending on the circumstances. The starting grid will be the same as for the initial procedure. All the drivers present in the starting area or in the Repair Area before the procedure was stopped will be allowed to take the start of the new formation lap.

4.4.8 Any attempts to jump the start or delay will be sanctioned accordingly.

4.4.9 As soon as the start has been given, racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to give it any assistance, except for parking it to a safe location.

4.4.10 Standing Starts: One or more warm up laps may be provided, at the end of the formation lap, drivers will proceed, at a reduced speed and proceed to their designated grid position box in two abreast format, coming to a complete stop and waiting for the starter's signal to go. It is the driver's responsibility to know their proper position. Drivers must be stationary in their respected grid box when the standing start procedure begins, any driver that is moving in or outside of the box once the start procedure begins and prior to the green flag, may be subjected to receiving a penalty for a jumped start.

4.4.11 If a driver stalls or if a driver is having other mechanical issues that will make for an unsafe start, the start procedure may be aborted, and the drivers will be sent around for another formation lap. The driver/drivers responsible for the start to be waved off will have to surrender their original starting position and move to the back of the field and the starting positions that were surrendered will be left empty.

4.4.12 Rolling Starts: One or more warm up laps may be provided, at the end of the formation lap, drivers will proceed, at a reduced speed, towards the starting line, lined up in two lanes of karts. When the karts are approaching the Starter, karts MUST maintain their position until the start signal is given by green flag/light. If the Starter is not satisfied with the procedure, he/she will switch on the yellow flag/light, which means that another formation lap must be covered. A driver who is delayed will have the possibility of regaining his/her grid position only if this maneuver does not impede other Drivers and in all cases before having reached the red commitment line which will be shown on the track and indicated by the Race Director at the briefing. If the driver is unable to reach their grid position before the red commitment line, they need to fall into any open position before the red commitment line.

4.4.13 The Race Director may use any video or electronic system likely to help him/her decide. Race Director decisions are final. Any infringement to the provisions relating to the starting procedure may entail the exclusion of the Driver concerned from the Event or any other penalty decided by the Race Director.

4.4.14 No bumping, pushing, or contact is allowed. Race Officials must be able to see visible space between all competitors' bumpers or a penalty may be issued. If a Driver is being pushed, he/she must raise his/her hand to indicate to the officials that the Driver is being pushed.

4.4.15 The off pole may not cross the acceleration line ahead of the pole sitter.

4.4.16 Tram Lines - a 2 position penalty will be issued for 2 wheels out; a 5-position penalty will be issued for 4 wheels outside of the tram lines at the time of the green flag.

4.4.17 The front row will get two chances to start correctly, after which, at the Race Director's discretion, one or both front row drivers will be docked position(s), depending on the severity of the infraction, or may be instructed to be replaced with the row behind.

4.4.18 Rejoining the field after being released onto the track: an effort may be made by a driver to rejoin the race after the grid has been released, unless directed to the contrary by a race official. However, failure to restart safely before the field receives the green flag will result in being ordered safely off the circuit for the duration of that competitive event.

4.4.19 Video evidence: A driver cannot request to see the images, but officials may, as a courtesy, show the images supporting their decision to the driver. Officials have the right to request video from driver cameras, failure to provide

may result in a penalty.

4.5 Stopping a Race

4.5.1 Should it become necessary to stop the race, heat, qualification, or practice because the circuit is blocked by an accident or due to weather or other conditions that make it dangerous to continue, the Race Director shall order a red flag to be shown on the Start/Finish line. Simultaneously, red flags will be shown at Officials' posts provided with these flags. The decision to stop the race or practice may be taken ONLY by the Race Director.

4.5.2 If the signal to stop racing is given during practice sessions or qualification, drivers must come to a stop as quickly and safely as possible. The drivers will be given direction from the Race Director after the emergency has been attended to.

4.5.3 During the heats, pre-final, or final races, all drivers must come to a stop as quickly and safely as possible. The drivers will be given direction from the Race Director after the emergency has been attended to. The classification of the heat or pre-final will be the classification at the end of the lap prior to that during which the signal to stop was given.

4.5.4 If less than 50% of the distance scheduled for the heat, pre-final, or final (rounded up to the nearest higher whole number of laps) was completed, the heat, pre-final or final should be restarted within 30 minutes, if possible. Re-starts will be in a single line. If 50% or more of the distance scheduled for the heat or pre-final (rounded up to the nearest higher whole number of laps) was completed, in the heat, pre-final or final will be considered completed.

4.5.5 If for any reason the race could not be completed at the distance scheduled for the final, Drivers will be awarded with the full number of points for the Championship as if the race has been completed the total distance originally scheduled.

4.5.6 If a race is stopped due to severe weather, in any case, and only for a race, Race Officials will allow 15 minutes to make any adjustments to the karts, within the technical regulations, and only within a controlled environment as instructed by the Race Officials. Backup engines will not be allowed under this condition. Race Officials may advance the schedule to the next group during this stoppage time.

4.5.7 Wet Race: During any official track session, the use of rain tires is prohibited until Race Officials declare a "Wet Race". From this point on, for the remainder of the day, the use of rain tires OR slick tires will be at the sole discretion of the driver. A 20% reduction of laps or timed race will be implemented at the discretion of the Race Director and/or Chief Steward. If a "Wet Race" is declared after the race day schedule has started, a delay of UP TO 15 minutes may be granted for the first group affected, and drivers will be allowed to decide and change their tires if so desired. No further delays will be given in the schedule. Drivers may enter the grid with slick tires and wet tires in their possession. Installation is allowed on the grid.

4.6 Restarting a Race

4.6.1 Working on karts is forbidden, unless otherwise decided by the Race Director.

4.6.2 Refueling is not allowed, unless otherwise decided by the Race Director.

4.6.3 If less than 2 laps have been covered, a new start may be given within 30 minutes of the presentation of the red flag. The length of the new race will be the full original race distance. The original start will be deemed null and void. The starting grid will be the same as the original race and the restart will be a double file restart.

4.6.4 If less than 2 laps have been covered, those drivers having crossed the Finish Line at the end of the lap prior to that during which the race was stopped and those who were in the Repairs Area when the red flag was shown will be eligible to take the restart in their original kart.

4.6.5 If more than 2 laps have been covered, a new start will be given within 30 minutes of the presentation of the red flag. The length of the new race will be equal to the difference between the scheduled number of laps and the number of laps covered prior to the red flag.

4.6.6 If more than 2 laps have been covered, those Drivers who have crossed the Finish Line at the end of the lap prior to that on which the race was stopped when the red flag was shown, will be allowed to take the new start in their original kart.

4.6.7 If more than 2 laps have been covered, those Drivers who were in the Repairs Area when the race was stopped cannot take part in the remaining laps.

4.6.8 Allowances: Spare equipment may be introduced at the discretion of the Race Officials. The officials can allow a driver and his/her mechanic to replace damaged parts only, no tuning adjustments are allowed. Changed parts must be "like for like," e.g., axle must be replaced with same stiffness as damaged. Under no circumstances can anything be "passed" into the controlled area by an outside party for any reason, under penalty of exclusion for the remainder of that race. All replacement parts can be obtained and sent to the Post-Tech area. Refueling will only be allowed under complete restart conditions and at the direction of the Race Officials. Tire pressure may be adjusted in these circumstances. Neither chassis nor engine changes will be allowed after the original start orders have been given.

4.6.9 Unoccupied places on the grid shall remain vacant.

4.6.10 Grid positions will be determined by the finishing order at the end of the lap before the one on which the race was stopped. The restart of the race will be a single file restart.

4.6.11 The result of a race that has been stopped and restarted is the final position at the finish line of the final leg.

4.7 Finish

4.7.1 The signal indicating the end of the race shall be given on the Finish Line as soon as the leading kart has covered either the full race distance or the maximum time scheduled for the race.

4.7.2 Should for whatever the reason, the checkered flag is displayed before the foreseen length of the race is finished, the race will be finished when the leading kart has passed the finish line for the before the presenting of the checkered flag. Should for whatever the reason, the checkered flag is displayed with a delay, the race will be finished at the foreseen time.

4.7.3 After having received the signal indicating the end of the race, all karts MUST exit the track, without stopping and without any assistance, except that of Officials if necessary.

4.7.4 Any classified kart unable to exit by its own means will be placed under the exclusive control of Officials, who will supervise the taking of the kart to scales.

4.7.5 Karts MUST finish the race with all bodywork installed -rear bumper included. Absence of black flag shown does not negate Driver's responsibility to have bodywork installed.

4.7.6 Scale: The organizer shall place the scales at the end of the exit lane near the Post-Tech area to ensure control and provide sufficient personnel to manage the procedure. Mechanics will not be allowed access to the karts until the weighing procedure is over, unless authorized by a Race Official. At the end of Practice, Qualification, Heats, Pre-Final, and Final, Drivers are required to scale. If the kart is unable to reach the weighing area by its own means it will be placed under the exclusive control of the officials, who will take it there or have it taken there, and the Driver shall report to the weighing area as soon as he/she returns to the scale area so that his/her weight can be recorded. Race Officials reserve the right to waive karts to scale in reasons deemed necessary. The kart must be weighed as is when it comes off the track. If the kart loses any part during the race or cool down lap, that part may not be replaced before the kart enters the scales and is weighed. The official scale readings will be deemed official and final. If a kart does not meet the minimum weight on its first attempt, it will be removed from the scale and placed to the side, the Driver must remain with the kart under Official supervision. All remaining karts in the field must weigh before a reweigh. A Steward and/or Technical Official must immediately be called to the scale area. The scale will be reset to zero and the kart and Driver will be placed back on the scale for one attempt to reweigh. The Driver must sit in the kart. If the kart does not meet the minimum weight, the Driver will be **disqualified from the current track session**. No additional attempts to re-weigh will be allowed after the driver and kart has been reweighed by a steward /or technical official.

4.7.7 No solid, liquid, or gas matter or substance of any nature whatsoever may be added to a kart, placed on it, or removed from it before weighing, except by an official if required during his duties.

4.7.8 Only officials are allowed in or behind the scale area. No interventions whatsoever are allowed in that area unless it has been authorized by an official.

4.7.9 Driving onto the scale at any point during the event will subject the competitor to a **disqualification from the current track session. Driver is also liable for any damage done to the scale from driving onto it.**

4.7.10 Drivers will be scored in the following order:

- Race finishers
- Drivers classified as DNF (Did Not Finish)
- Drivers classified as DNS (Did Not Start)
- Disqualified (DQ). Drivers who are disqualified will be scored with 0 points.

4.8 Parc Fermé

4.8.1 Only those Officials in charge of technical checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorization of these Officials.

4.8.2 As soon as the checkered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.

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

4.9 Instructions and Communications

4.9.1 All classifications and results of practice, qualifying, heats, pre-final, and race final, as well as any decisions of the Officials of the event, will be posted on the official posting board.

4.10 Penalties

4.10.1 Penalties are at the sole discretion of the Race Director, as follows:

4.10.2 Verbal warning (**this includes a rolled & pointed Black Flag**).

4.10.3 Practice time cancelled.

4.10.4 One position penalty.

4.10.5 Three positions penalty.

4.10.6 Five positions penalty.

- 4.10.7 Ten positions penalty.
- 4.10.8 Three, five, ten, thirty, or sixty second penalty.
- 4.10.9 Moved to rear of the grid.
- 4.10.10 Disqualified from Heat, Pre-Final, and/or Final.
- 4.10.11 Suspension for one or more races.
- 4.10.12 Banned for ALL ROK Cup USA Events.
- 4.10.13 Driver(s) disqualified, suspended, and/or banned will lose all points and awards.
- 4.10.14 Officials may use time penalties if necessary and are not limited to position penalties.
- 4.10.15 If a Driver receives a penalty on track, he/she will be handed a penalty acknowledgement form in the scale line, At this time the driver must sign the penalty form acknowledging he/she is receiving a penalty. ROK CUP USA is not required to complete a form but will do their best to inform drivers of any penalty's, drivers should always check official results to confirm. If the driver would like clarification of the penalty, he/she is receiving, he/she may head over to the steward's office for clarification and details of the penalty being issued to he/her. If a driver would like to protest a penalty, he/she received the driver will have 30 minutes from the time he/she signed the penalty form to file a protest form with the steward.

4.11 Common/Standard/Suggested Penalties: all penalty levels are still at the discretion of the Race Director & Chief Steward.

- 4.11.1 ALL Technical Specification Failures: Disqualified from Previous Session. This includes chassis, engine, tires, and fuel technical specifications.
- 4.11.2 Scales (underweight and/or Does Not Weigh): Disqualification from Previous Session.
- 4.11.3 Avoidable Contact during practice, qualifying, or a race session could result to a driver receiving a penalty of the following: minimum two (2) position penalty & maximum 30 second penalty. This is a variable penalty based on severity & judgement of Race Director & Race Steward(s).
- 4.11.4 Impeding/Swerving/Blocking: Up to a two (2) Position Penalty per incident. If a driver has three incidents of Impeding/Swerving/Blocking on the same event weekend, the driver is Disqualified from the event and will forfeit all points.
- 4.11.5 Push Back Bumper: 5 second penalty.
- 4.11.6 Contact Resulting in Positions Lost/Gained: Kart Initiating Contact will be scored behind Contacted Kart unless a) initiating & contacted parties' reverse positions on track or b) contacted kart continues, but later falls out of the session as a result of an unrelated issue/incident.
- 4.11.7 Contact Resulting in Elimination of a Competitor: Kart Initiating Contact is scored at rear of field (retains points).
- 4.11.8 Ignoring Track Officials Commands: Disqualification from Session.
- 4.11.9 Passing Under Yellow: equal to the number of drivers passed (not including those in the accident) or a 5-second time penalty.
- 4.11.10 Post Checkered Flag Contact: Disqualification from Session.
- 4.11.11 Advancing Past Delineation: Ten (10) Second Penalty.
- 4.11.12 Two-Wheels Outside Tramlines: Two (2) Position Penalty.
- 4.11.13 Four-Wheels Outside Tramlines: Five (5) Position Penalty.
- 4.11.14 Moving in the Box (standing starts): Three (3) Second Penalty.
- 4.11.15 Jump Start: Five (5) Second Penalty.
- 4.11.16 Cutting Track/Ignoring Track Limits: Ten (10) Second Time Penalty. This is not applicable when avoiding an accident/spin; however, a change/adjustment of position can be levied.
- 4.11.17 Retaliation: Disqualified for Event. Driver will be required to leave the facility for remainder of event; this applies to on and off track & at or away from track facility actions taken.

4.12 Protests and Appeals

- 4.12.1 The right to protest is held ONLY by the Drivers.
- 4.12.2 Protests MUST be presented in writing to the Stewards Office within 30 minutes after the posting of the results of qualifying, heats, pre-final, and final.
- 4.12.3 Refusal to sign penalty form or failing to abide by any time constraints will revoke any rights to protest.
- 4.12.4 Protests MUST be accompanied by a \$200.00 fee paid in cash, if the protest is won the \$200.00 fee will be refunded.
- 4.12.5 The Race Director and Chief Steward's response to a protest is FINAL.
- 4.12.6 The right to appeal against a Race Director's or Chief Stewards decision is held ONLY by the Driver and only allowed to appeal a Final. Qualifying, Heats, and Pre-Final penalty decisions can NOT be appealed.
- 4.12.7 Appeals MUST be presented in writing to the Race Director and Chief Steward, who will send the appeal to the "Appeals Committee", within 30 minutes after the posting of the classification of the Final.
- 4.12.8 Appeals MUST be accompanied by a NON---REFUNDABLE, regardless of judgment, \$1,000.00 fee, paid in cash.

4.12.9 The “Appeals Committee” judges will be selected by the series promotor, any Official that has taken part in the incident for which the Appeal is submitted, is not eligible.

4.12.10 “Appeals Committee” decisions will be made within 60 minutes from the time the appeal was submitted. In the event, the podium celebrations will not be stalled/postponed for any appeals awaiting an appeals decision.

4.13 Fines

4.13.1 A fine can be inflicted to all the parties concerned, including but not limited to, Drivers, participants, crew members, Officials, employees, representatives, associates, or other who do not respect the rules of this Rule Book or the prescriptions of the Officials of the Event. The Race Director, Technical Director or Chief Steward can inflict such fine.

4.13.2 All fines MUST be paid to the Promoter within 48 hours after their imposition. However, fines of \$300.00 or less must be paid immediately.

4.13.3 Unpaid fines will result in exclusion of the Entrant and/or Driver from the ROK Cup USA events.

4.14 Definitions

4.14.1 Impeding: the act of blocking or preventing someone or something; when a slow driver blocks another driver who is on a fast lap trying to set a time and the slower driver purposely or accidentally disrupts the lap of the faster driver by braking early, taking the preferred driving line, not allowing the faster driver to pass in a safe area, or giving the faster driver false signals requiring them to deviate their lap trajectory resulting in a slower lap time.

4.14.2 Swerving: a sudden and unexpected change in direction not done in reaction to another driver’s actions and/or a sudden and unexpected change in direction to intimidate or cause contact with another driver.

4.14.3 Blocking: a second move in reaction to or in anticipation of an action of a trailing driver. Example: exiting Corner 1 on the preferred racing line, moving to the non-preferred line for entry into Corner 2, and then moving back to the preferred entry line for Corner 2 when a competitor is actively attempting to pass.

4.14.4 Avoidable Contact: contact that can be avoided through responsible driving and proper & safe race craft/passing techniques. The primary responsibility for avoiding contact lies with the overtaking driver and the secondary responsibility resides with the driver(s) being overtaken. A driver who fails to demonstrate their responsibility and initiates a maneuver that results in contact with another driver(s) commits avoidable contact.

4.14.5 Cutting Track/Ignoring Track Limits: using an unauthorized area outside of the normal track limits to gain a time and/or position advantage. This area will either be identified in the drivers’ meeting, defined by track markers (paint, grass, curbs, cones, etc.), or an area a “reasonable racer” would not expect to better their time/position by driving through.

4.14.6 Retaliation: an act of vengeance, at any level, by taking an action because of a previous action by another competitor.