



## 2008 Regulations

### **Timetable:**

#### **Whilton Mill**

Signing on and Scrutineering: 08:00

Untimed Practice: 09:30-10:00

Qualifying: 10:00-10:15

Race: 10:30-15:00

#### **Daytona Milton Keynes**

Gates Open 07:00

Signing on and Scrutineering: 07:30

Untimed Practice: 09:00-09:30

Qualifying: 9:30-09:45

Race: 10:00-14:30

<b>CHAMPIONSHIP REGULATIONS</b>		
<b>RR1</b>	<b>TITLE AND JURISDICTION</b>	
		The 2007 Open Endurance Kart Championship will be organised by Whilton Mill
		The event will be open to teams of recognised karts.
		The event will be run strictly to these Regulations.
<b>RR2</b>	<b>OFFICIALS</b>	
		Event Organisers: Whilton Mill
		Clerk of the Course/Race Director: TBC on Race Day
		Chief Scrutineer: TBC on Race Day
		Senior Time Keeper: Whilton Mill
		Chief Marshal: Whilton Mill
		Paramedic Services: TBC on Race Day
<b>RR3</b>	<b>CLERK OF THE COURSE</b>	
		The Clerk of the Course for the event will have absolute jurisdiction. The Clerk of the Course's decision is final and binding on each team and every driver. If any matter arises that is not specifically prescribed in these Regulations the Clerk of the Course may apply a ruling that is consistent with established principles in motor sport. Alternatively the Clerk of the Course may decide to apply his own or the tracks ruling.
<b>RR4</b>	<b>TEAM/DRIVER ELIGIBILITY</b>	
		All teams must be registered for the event. Acceptance of Registration by the organisers is deemed to be acceptance of and agreement to the Regulations by the competitors.
		This event is open to all driver/teams from any country using recognised Karts, which comply with the Regulations.
		Teams may register under a company or special name, which will be used in all literature and promotional material. This name must not be offensive. No tobacco advertising is permitted.
		Race numbers are to be agreed with the organisers. Priority will be given in order of receipt of application promotional logos from sponsors must be displayed as directed by the scrutineer.
		The organisers reserve the right to refuse or suspend registration of any team or individual. Such refusal to be applied in order to protect competitors and/or the good name of the event.
		Drivers must satisfy the Clerk of the Course of their competence to race
		The Clerk of the Course may exclude any driver whose practice times or driving is unsatisfactory. Competitors must comply with any particular requirement or byelaw of the circuit. The minimum age of any driver is 16. Two junior drivers (aged 14-16) are permitted in each team. Drivers' under the age of 18 must satisfy the Clerk of the Course of their Track competence and ensure that all paperwork is countersigned by a Parent or Guardian, who

		must be in attendance at the event and be available to attend with the minor if the driver is required to be interviewed/penalised by an Official."
		Any driver suspected or found to have taken alcohol or any drug on the I.O.C. list of prohibited substances will be immediately excluded. This may also result in the exclusion of the team.
		If the Clerk of the Course feels that the length of a driver's stint has exceeded his physical capabilities then the Clerk of the Course is empowered to impose a compulsory driver change
<b>RR5</b>	<b>BEHAVIOUR OF COMPETITORS</b>	
		"If a competitor or team member brings the Sport into disrepute, or uses abusive language, threatening behaviour, assault or threat of assault or has driven dangerously or recklessly, they will be excluded from the event and the team will incur a 10-lap penalty. For very serious indiscretions the whole team may be excluded from the event."
<b>RR6</b>	<b>ENTRIES</b>	
		"Entries must be in writing on the correct Entry Form, properly completed, with the correct entry fee and be delivered to the Race Organisers. Competitors are reminded that the Entry Form includes an undertaking that they will comply with and abide by the Regulations and the decision of the Clerk of the Course."
		The race organisers have the right to refuse entry for whatever reason. Entry fees are not refundable.
<b>RR7</b>	<b>SCORING</b>	
		Qualifying will determine the grid positions for the start of the race. The final positions will be as per the senior timekeepers computerized timing system printouts, subject to post race scrutineering.
<b>RR8</b>	<b>PENALTIES</b>	
		Digressions from Regulations will be penalised in accordance with the List of Penalties. In any instance where a team is penalised due to a technical or other infringements, it will be at the discretion of the Clerk of the Course, as to what deductions are made, if any. This may vary from a verbal warning to exclusion of the whole team.
<b>RR9</b>	<b>AWARDS</b>	
		Trophies for 1 <sup>st</sup> & 2 <sup>nd</sup> in each class. Trophies for 1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> overall. Any kart running in the Open Class without handicap will NOT be eligible for overall trophies or points. Other prizes/trophies/awards to be confirmed
<b>RR10</b>	<b>CANCELLATION</b>	
		If the event is cancelled for reasons beyond the organiser's control, for example fog, snow or extreme weather conditions, competitors may forfeit their entry fee.
<b>RR11</b>	<b>RACE DURATION</b>	
		The race will be over a 4.5 hour period and will be indicated at the start by a green flag or lights and by a chequered flag at the end. Official race results will be deemed correct as indicated by the computerised lap scoring system. The parameters will be set from the first pass to 4.5 hours. The race will deemed to be such, at 25% of its total duration, in the unlikely event of unforeseen circumstances, the organisers cannot be held responsible for such circumstances which are beyond their control.
<b>RR12</b>	<b>SAFETY</b>	
	12.1	All karts must be checked by a safety scrutineer before being permitted onto the circuit for official practise. Any kart damaged during the event, may be re-scrutineered if it is thought to be in a dangerous condition. Such checks will place emphasis on the safety of the kart in respect of securely fitted bumpers, seats and other equipment; freedom from sharp protrusions, which could cause injury or damage; and correct operation of the brake/throttle and steering. Please note that fuel caps may be checked during scrutineering and if found to be loose or defective must be replaced before the team is permitted to race.
	12.2	It is recommended that karts be fitted with a rearward facing red light. These must not be flashing or pulsed so as to cause annoyance/distraction to other drivers.
	12.3	All drivers will be required to wear suitable protective clothing. Overalls designed specifically for kart racing must be used and the organisers strongly recommend the use of racing suits incorporating protective padding. Suitable leathers may also be used. Waterproof over-suits may be used over the top of a protective racing suit. BSI/Snell approved full-face crash helmet with visor, racing gloves and footwear providing suitable protection for the ankles are all compulsory. No "bum-bags", drivers' belts or other such weights may be carried by drivers, with the exception of radios. No tools to be carried on driver's person. Only visors that do not distort, alter or obscure colour are permitted.
	12.4	A medical representation will be present at the event.
<b>RR13</b>	<b>RACE PROCEDURE</b>	
	13.1	The Clerk of the Course and Chief Scrutineer will be appointed for the event, where appropriate deputies will also be appointed. The Clerk of the Course will have full control over the event with the power to stop and/or penalise driver/teams causing a danger or breaching regulations.
	13.2	On arrival all drivers must sign on and attend drivers briefing promptly at the allotted time.
	13.3	Once signed on, drivers must attend scrutineering with appropriate race wear. The kart will have the maximum amount of ballast with which it will race, securely attached.
	13.4	Deleted.
	13.5	Teams will fit tyres to suit the conditions at their own discretion unless a safety issue is raised.
	13.6	Signing on. When signing on at the reception desk each team member will be required to complete an indemnity form. Signing on is deemed as acceptance of the regulations. Once a team has signed on they must accept the decisions made by officials on the day regardless of whether those officials are deemed as referees, clerk of course or race directors or their appointed agents. Decisions will be final, no correspondence with regard to these decisions will be entered into and a team must accept that by signing on, that they waive any rights of further action in respect to any decision made by the above officials.
	13.7	Teams may provide their own transponder, although Whilton Mill can loan these. It is the team's responsibility to ensure its correct fitting. Teams are responsible for monitoring the lap scoring system and notifying the race organiser of any malfunction
	13.8	Scrutineering: The kart and team members must present themselves and their clothing to the Scrutineer as soon

		after arrival as possible. The kart must have a minimal amount of fuel in the tank(s) and the maximum weight the kart will carry in the race, securely attached.
13.9		Karts must have visible numbers both front and rear of the kart.
		Karts used by disabled teams must be identified with a white wheelchair emblem on a blue background. All plates and numbers must be of appropriate size Nosecones, front panels and sidepods must be sourced from a recognised manufacturer. Large "dustbin" type front panels are permitted, however all matters relating to "plastics" remain solely at the discretion of the Scrutineer.
13.10		Grid positions will be determined by qualifying times. The team with the fastest lap will be in pole position and so on to the slowest fastest lap time, which will be the last on the grid. Karts will be lined up in grid formation. The grid will be closed five minutes before planned race start. Only the driver and officials will be allowed on the circuit from this time until completion of the race. Any team not in position at this time will start from the pit lane and join the race behind the last driver on the grid.
13.11		Starts will always be rolling. When signalled to do so, the drivers will set off at a steady and even pace on a rolling lap. As they approach the start line a green flag will be shown by the start marshal when he is satisfied the field is in the correct order, speed and position. If pole driver or number two is considered to be going to fast or another driver breaks formation, the team may be penalised in accordance with the list of penalties. Weaving, falling back in order to accelerate, or practice starts on the rolling up lap are not permitted.
13.12		Breakdowns on Track. Under no circumstance should competitors try and recover their karts themselves, unless it has been cleared by the Clerk of the Course. It is also forbidden for team member to enter the circuit to assist. If your kart loses drive please park on the grass verge next to the track and alight from the kart. You should then follow the marshal's instructions.
13.13		Weight – All classes except Senior Max, Biland & Open Class – Minimum weight of kart and driver must be 180 kg at all times. Senior Max & Biland – Minimum weight of kart and driver must be 175 kg at all times. Open Class - At organiser's discretion.
		Weighing. All karts must be weighed as they leave the circuit. A driver must approach the scales slowly and follow the instructions of the weighbridge operator. Once the display has shown that a kart is not under weight it is free to continue into the pits. If a kart is less than its 'classes' minimum it will have been noted by the weighbridge operator who will report to the Clerk of the Course for any subsequent penalties.
		You will automatically be penalised if a driver is repeatedly seen to be 'bouncing' up and down in the kart in order to enhance the reading on the scales display.
		No persons are to come into contact with the kart before the kart has cleared the scales.
		3 attempts can be made to bring the kart to weight, providing this does not impede another team.
13.14		If in the opinion of the race director/clerk of the course, a component that has become loose or detached from the kart, which constitutes either, a performance gain or a safety hazard, the team manager will be asked to remove the kart from the circuit for appropriate repairs. In the event of a kart losing a component (except ballast) it may be permissible for it to be retrieved and placed on the weighbridge separately to enable the weight of that component and that of the kart, to total its original race weight. The Clerk of the Course may require advance notice of this.
13.15		Refuel procedure - Refuelling during racing is an essential part of endurance racing and the following rules are to effect minimum risk to drivers and others in the location whilst refuelling is carried out. These rules must be strictly adhered to and the penalties noted in the List of Penalties reflect the seriousness of the organisers' views. Under no circumstances is anyone, other than the re-fueler carrying out these requirements, allowed in the designated refuelling area. This is a strictly NO SMOKING AREA and is an area prohibited to the public, or teams, team members and competitors.
a)		<b>All teams must supply their own fuel at Whiton Mill</b> , which has been purchased from local sources as unleaded petrol, is permitted. Octane boosters or other additives are not permitted and fuel samples may be taken and tested at any time. <b>Fuel will be supplied for races at Daytona Milton Keynes</b>
b)		Refuelling must only take place within the area designated by the organisers as the "refuelling area"
c)		The kart must be pushed into the refuelling bay with both engines switched off and the cap(s) removed and placed in the driving seat. Entry into the fuel bay is forbidden.
d)		One Team Member will man the fire extinguisher, and one will refuel using the team's own container. When refuelling has been completed the kart will be rolled out of the fuel bay and returned to the custody of the team. It is always the teams' responsibility to check that fuel caps are secured correctly.
e)		Once clear of the fuel bay karts may be driven from the refuelling point to the pit exit.
f)		No work to the kart, or driver change is permitted in the refuelling area.
g)		Obstructing the entrance or exit of the fuel bay is not permitted. Any harassment of the refuelling staff will result in the suspension of refuelling.
13.16		Karts MUST NOT be driven in the paddock area, or anywhere beyond the designated point as detailed at the drivers briefing.
13.17		Repairs and Driver Changes. Repairs may only be carried out in the designated pit area. Any team obstructing another team or teams will be penalised. Driver changes will also take place in the designated pit area. Drivers may change as frequently as desired.
13.18		Rejoining the circuit. Drivers must comply with the instructions of the pit lane marshal when present. Do not rejoin the circuit until it is safe to do so, or block or otherwise interfere with the karts racing on the circuit.
13.19		Repairs during race stoppage (Red Flag) Teams wishing to effect repairs during race stoppages may do so on the track provided no tools or spares are brought out on to the track and the work is carried out only by the driver. Teams wishing to work on their karts are not permitted to remove their karts from the circuit until the rolling lap commences. Karts in the pits at the time of race stop must not be worked on and will remain there until the race has restarted and they will join the back of the grid.
13.20		Restarts. Where possible competitors will be given five minute warning of the restart. The race will be restarted in single file. Kart positions for the restart will be at the discretion of the Clerk of the Course and will be taken from the last 15 minutes printout. There will be one rolling lap before the restart.

	13.21	Race Finish. At the end of the race, which shall be when the race leader next crosses the finish line after the end of the prescribed duration, the chequered flag shall be shown at the start/finish line.
	13.22	Driving Standards. Drivers must conduct themselves at all times in a manner consistent with the general safety of those and others. Drivers are reminded that there is considerable variation in the skill and pace of drivers. Slower drivers must pay attention to the faster drivers catching them and should indicate which side the faster driver should pass by pointing. Faster drivers must take care passing slower drivers. The organisers advocate a raised arm signal on approaching a yellow (or red) flag or when slowing to leave the circuit.
		Drivers must obey the signals and instructions of the officials and marshals of the event. Blocking or weaving to prevent a faster driver from passing is not permitted.
		Competitors are reminded that the edge of the track is marked by white lines (or in the absence of white lines, the edge of the track surface). Karts should not drive off the edge of the track and a driver doing so and gaining advantage will be penalised. Any driver persistently or deliberately missing corners may be black-flagged. If a kart leaves the circuit either accidentally or deliberately, the driver must rejoin at a point nearest to the place where he left the circuit.
<b>RR14</b>	<b>FLAGS</b>	
		Competitors are reminded that all flag signals must be obeyed.
	14.1	Waved Yellow Flag: Incidents ahead, slow down to half race speed or less. Do not overtake, and give any stopped karts a wide berth. Once past the incident, you may resume racing.
	14.2	Yellow / Black Battenburg Flags Full Course Yellow. Slow down to half race speed or less. Do not overtake. Watch out for major incidents. Form a single file line behind the designated leader. The pit lane will remain open but any kart visiting the pits must rejoin at the back of the pack. Follow instructions from officials.
	14.3	Red Flags Quickly but safely bring your kart to a stop. Do not overtake. Position your kart to one side of the track to allow passage for an ambulance or other road vehicle. Do not get out of your kart. Wait in your kart until a marshal instructs you how the race is to be restarted. Any karts in the Pits during a Red Flag must be left standing. No work may be carried out on any karts until the race has restarted. No refuelling/pitting is allowed whilst the race is stopped (red flagged).
	14.4	Black & White Diagonal Flag (Shown with your team number). Warning Flag/Dangerous driving. At the discretion of the Clerk of the Course this may be deemed as an official or an unofficial warning.
	14.5	Black Flag (Shown with your team number). Enter the Pits at the end of the current lap.
	14.6	Chequered Flag End of Practice/Race. Slow down and do not overtake, enter the Pits at the end of the current lap.
	14.7	Union Flag/Green Flag. Indicates the start of the race.
<b>RR15</b>	<b>OTHER INFORMATION</b>	
		In the interests of all concerned, you are strongly advised to pay great attention in making sure that your kart is fully compliant with all aspects of the regulations.
		Wherever possible teams will be sent a copy of their lap-by-lap race progress. This is purely useful information provided by the promoters and must not form the basis of any dispute regarding the result of the race. The race results are deemed as final immediately after the presentation.
		Any questions concerning these regulations should be addressed to Whilton Mill and should be submitted in writing.
<b>RR16</b>	<b>AMENDMENTS</b>	
		It may be necessary to amend existing, or introduce new event regulations before an event. The organisers will attempt to notify all registered team managers of any changes at least 14 days before the event, however the organisers reserve the right to advise changes at drivers briefing if deemed necessary.
<b>RR17</b>	<b>CIRCUIT INFORMATION:</b>	
		The paddock area is clearly marked with roads and parking areas. Do not obstruct the tarmac roadways in any way.
		Any person staying on site must carry in their van/caravan a fire extinguisher to BSEN3 standard with a minimum of 55B rating.
<b>SCRUTINEERING</b>		
		Competitors should work on the basis that if any process is not clearly stated as being permissible, then they should accept that it is illegal.
	1.1	Karts must comply with these technical regulations at all times during official practice and racing. It is the competitors' responsibility to ensure that their kart complies.
	1.2	Technical checks may be carried out before, during and after practice and racing. The scrutineers are empowered to undertake any form of verification they deem necessary. The scrutineer will pay special attention to ensure that the finish of all components match those of the standard unit and reserve the right to check any suspect part from a competitor's engine/s directly with a standard part as supplied by the manufacturer. Checks will be carried out to ensure that tolerances are within those specified by the Manufacturer Workshop Manual; where such information is not available a ruling will be sought, and be binding to all parties. A representative chosen by the organizers will undertake any form of verification deemed necessary. Engines must comply with these regulations.

	1.3	The scrutineer may select one or more karts at any reasonable and appropriate time from which the engine(s) shall be removed. They also reserve the right to take away an engine or engines for inspection and dynamometer testing if they wish. Engines may be returned to competitors without reassembly.
	1.4	"If an infringement has been found to exist, the driver is liable for an inspection fee in addition to any penalties."
	1.5	"Karts must be recognised karts for their class and have originated as a such, by the manufacturer's definition and specification. The kart must satisfy the scrutineer that it is safe, is of a construction strong enough, and has brakes, wheels and steering adequate for speeds likely to be attained. It should not include any components of a temporary character, nor present any undue hazard to its driver or other competitors. The chassis must be of one-piece construction, either brazed or welded. It must be constructed from magnetic steel tubing whose cross section is free. No form of chassis frame control such as pivots, dampers or similar devices is permitted. With the exception of those required for seat fixing, no additional holes may be drilled in the rolling chassis, whether for lightening or any other purpose."
	1.6	All karts must be checked by a scrutineer before being permitted onto the circuit. Please note that the fuel caps will be checked during scrutineering and if found to be loose or defective must be replaced before the team is permitted to race.
	1.7	"Any kart damaged or breaking down on the circuit during an event may be returned to the designated pit area for repair and must be checked before being allowed to continue. Such checks will place emphasis on the safety of the kart in respect of securely fitted bumpers, seat and other equipment; freedom from sharp protrusions which could cause injury or damage; and correct operation of the brake/throttle/steering. On being removed from the racing circuit, the kart must be weighed and presented to scrutineers before proceeding to pit for repairs. Repairs may only be carried out within the designated pit area. This will be identified at the event during drivers briefing. If a kart breaks down on the circuit the driver is permitted to make a minor repair to speed return of the kart to the pits so long as the kart is first removed to a position of safety and providing that any such repairs are carried out by hand - no tools are permitted on the track. No other team member may assist in such repairs."
	1.8	"During the course of an event teams may only use one chassis, although the components fitted to that chassis, including engines, may be replaced. Remains the sole responsibility of the team manager. Failure to do so may result in exclusion."
	1.9	"At the discretion of the scrutineer, a team may replace a chassis in the event that the kart is beyond reasonable repair. Please note that teams will only be permitted to use another chassis once the scrutineer has inspected the damaged kart and confirmed that the replacement chassis is in fact a 'bare' chassis. Report all changes, this remains the sole responsibility of the team manager. Failure to do so may result in exclusion. "
	1.10	"All drivers must attend scrutineering with their protective clothing/ appropriate race wear. The Kart will have the maximum amount of ballast with which it will race, securely attached. Fuel tank(s) must be empty."
<b>2</b>	<b>WEIGHT</b>	
	2.1	Minimum weight of kart and driver must not be less than the class limit, at any time. This will be checked during both racing and qualifying. Ballast may be added to the kart, no single piece of which can exceed 5kgs. This must be carried on a securely mounted post with a retaining mechanism. Up to 5kg may be carried on a single post with a single retainer, ballast up to 10 kg maximum will require 2 posts, each having a retainer. Any ballast carried in the seat up to a maximum of 4kgs must be restrained with a minimum of two heavy-duty nylon cable ties. Where a smaller seat is inserted in to the main seat, it must be retained with a minimum of two heavy-duty nylon cable ties at the waistline, or similar. Sheet ballast in excess of 4kg (and up to a maximum of 15kg including inner seat) must be fixed to the rear of an inner seat in such a way that its shape follows the contour of the inner seat and does not impede the fitting of the inner seat to the outer seat. The sheet ballast must be firmly and permanently fixed to the inner seat at the top, centre and bottom of the ballast sheet. Any other arrangements for ballast fixing must be to the scrutineers satisfaction."
	2.2	A weighing machine will be placed at the entrance to the pits. All karts must be weighed before being allowed into the pits. The scales will be available for the use of teams during scrutineering / pre-race only. The scales of the day will be considered to be a judge of fact.
	2.3	It may be necessary to reset the scales after each kart has been weighed. If this is not done an accurate reading cannot be guaranteed. Therefore all drivers need to stop before driving onto the scales and should not proceed until invited by the marshal to do so. Any team driving onto the scales before being instructed will have to accept the reading provided, regardless of any inherent inaccuracy caused by their haste. If the kart and driver are found to be underweight it will need to be re-weighed. In this event, the team requiring re-weighing must make way for any other teams that may be queuing / waiting to use the scales.
<b>3</b>	<b>Points</b>	
	3.1	All classes will score points individually. First Place will receive 45 points, second 43 points, third 41, fourth 39 points, fifth 37 points, sixth 35 points, seventh 34 points, eighth 33 points, through to 1 point for fortieth place. Any kart that has completed 1 lap of the race will be eligible for points. Any team running in the Open Class without handicap will only be eligible for class points and will not score points in the overall championship. 7 of 8 Rounds to count for the Championship

#### List of Penalties

KART TECHNICAL	REGULATION	PENALTY
Fuel First offence	RR 24	Exclusion (race)
Fuel Second offence	RR 24	Exclusion (series)
Tyres	T 6.2 – 6.3	Exclusion
Weight During Qualifying	T 2.1 – 2.3	Start from pit lane or back of grid
During race First offence	T 2.1 – 2.3	10 laps deducted

During race Second offence	T 2.1 – 2.3	Exclusion (race)
Post race	T 2.1 – 2.3	10 laps deducted
Chassis dimensions	"T 4.1, T 4.7"	Exclusion (race)
Engine	"T 1.2, T 3.1 – 3.11"	Exclusion (race)
Transmission	T 5.1 – 5.6	Exclusion (race)
Brakes	T 5.3	Exclusion (race)
Bodywork	T 4.4	Exclusion (race)
Chassis construction	"T 1.5, T 4.1 – 4.11"	Exclusion (race)
Fuel system	T 3.1	Exclusion (race)
All other technical matters at Clerk of the Course's discretion		
<b>STARTING PROCEDURE</b>	<b>REGULATION</b>	<b>PENALTY</b>
Failure to make starting grid	RR 18	Start from pit lane
Overtaking during formation laps	RR 19	3 laps penalty
Delaying the start	RR 19	3 laps penalty
Not attending driver's briefing	RR 16	Start from pit lane
All other starting matters at the Clerk of the Course's discretion		
<b>REFUELLING / PIT STOPS</b>	<b>REGULATION</b>	<b>PENALTY</b>
Engine not switched off	RR 24	Refuelling refused
Remaining in kart in refuelling bay	RR 24	Refuelling refused
Not manning fire extinguisher	RR 24	1 lap penalty
Pit lane speeding	RR 27	1 lap penalty
Smoking in the refuelling area	RR 24	Exclusion (race)
Obstruction in pit lane	RR 28	2 lap penalty
Fuel containers	"T 3.1, T 3.8"	Exclusion (race)
Weighing procedure	"T 2.1 – 2.3, RR 29"	1 lap penalty
Ignoring flag signals		
First offence	RR 21	1 lap penalty
Second offence	RR 21	2 lap penalty
Third offence	RR 21	Exclusion (race)
Overtaking after chequer flag	RR 34	1 lap penalty (per kart overtaken)
<b>DRIVING STANDARDS</b>	<b>REGULATION</b>	<b>PENALTY</b>
Drugs & Alcohol	RR 6	"Exclusion (race, team)"
Driving Standards		
First offence	RR 33	1 lap penalty
Second offence	RR 33	2 lap penalty
Third offence	RR 33	Exclusion (race)
Safety apparel	RR 8	Refusal to compete
Safety apparel (during race)	RR 8	Black flag
All other driving standards / safety matters at Clerk of the Course's discretion		
<b>EVENT BEHAVIOUR</b>	<b>REGULATION</b>	<b>PENALTY</b>
Aggression to officials or competitors by competitor or any member of party	RR 7	Individual excluded and 10 lap penalty
Bringing the sport into disrepute	RR7	Individual or team exclusion
All other behavioural matters at the Clerk of the Course's discretion		