

REGULATION 2024



IRK Promotion, a new department of TB Kart S.R.L, is the organising company of the R-ONE Championship.. The championship is structured with the full rent "Arrive & Drive" formula, in which every participant, equipped with the necessary documentation and equipment, will be able to take part. IRK Promotion will take care of the organisational and promotional part, TB Kart S.R.L. will take care of the technical and logistical part. The union between the two entities is aimed at promoting a touring endurance rental karting championship over 6 events and 8 rounds, through the use of TB Kart R-ONE Sport HP karts powered by Honda 390 4-stroke engines.

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1. REGISTRATION

Registration for the championship must be made using the appropriate form at the following link : [Register for the championship](#). With the registration you will be entitled to participate in the championship ranking and access the final prize money. **The entry fee is € 120.00 including VAT.** Teams registered for the championship will have pre-emption on registration for each individual event, up to one month before the date. In the case of double-round events, priority will be given to those teams, in addition to those entered in the championship, which will participate in both. Once pre-registrations are over, teams will be given the opportunity to register for a single round of the double event. Registration is open for the whole season. For the final ranking, the score obtained from the round previous to the entry date will be taken into account.

The cost for each single round is **120.00 €/H, VAT included**

Each participating team must consist of one:

Team Principal: a person responsible for the team towards the organisation. (This may also be a driver and a team manager)

Team Manager: a person responsible for the team towards the race direction. (It can also be a driver and a team principal)

Drivers: a number defined during registration for the event. (Can also be a team principal or team manager)

Maximum safety, fair play and sportsmanship are required of all team principals, team managers and drivers who will take part in each event. By signing the Declaration of Responsibility and Code of Good Conduct at the administrative check-in, all drivers and their guardians agree to fully adhere to this high standard of respect, in particular

- Respect for operational and organisational staff
- Respect for other participants and any attendants
- Respect for the infrastructure and equipment available for the event

Failure to comply with these minimum rules may be subject to any sanctions deemed appropriate by the organising company.

2. CALENDAR

The championship consists of 6 events and 8 rounds:

- Round 1 - 9 March 2024 - Pista South Milano - 4H
- Round 2 - 9 March 2024 - Pista South Milano - 6H
- Round 3 - 20 April 2024 - Pista Azzurra Borgo Ticino - 10H
- Round 4 - 18 May 2024 - Winner Nizza Monferrato Circuit - 4H
- Round 5 - 18 May 2024 - Pista Winner Nizza Monferrato - 6H
- Round 6 - 15 June 2024 - 7 Laghi Circuit - 10H
- Round 7 - 21 September 2024 - Ala Karting Circuit - 10H
- Round 8 - 19 October 2024 - Circuito di Siena - 12H

Each round includes a specific time table, which can be viewed on the website : www.irkpromotion.com .

3. KART

The karts are provided by the event organisers. The model is the TB Kart R-ONE with Honda 390 c.c. 4-stroke engine of approx. 18 hp. Each kart will be calibrated for the event using exactly the same settings. Customisations on the kart are allowed only and exclusively in the areas designated by the organisers. It is strictly forbidden to apply any kind of modification and visual marking on the karts.

4. DRIVERS ADMITTED

All riders in possession of a **medical certificate of good health and LKR Asi-Aci licence** are admitted.

Each driver must be equipped with: full-face helmet, overalls (also with expired homologation), gloves, shoes and rib protectors (recommended).

5. DRIVERS AND TEAMS CATEGORIES

DRIVERS

- **PLATINUM** : a driver who has national and international achievements in Rental Karting or Karting.
- **GOLD** : a driver with nationally prominent results in the Rental Karting and Karting scene.

- **SILVER** : a driver with experience but no national or other results in the Rental Karting scene.
- **BRONZE** : a neophyte and inexperienced driver in the Rental Karting scene.

TEAM

- **EK1** : dedicated to the best drivers and teams in Rental Karting. This category has no allocation limits.
- **EK2** : dedicated to teams with a maximum of 50% GOLD drivers and no PLATINUM drivers
- **EK3** : dedicated to teams meeting the criterion of a maximum of 50% SILVER drivers and no GOLD drivers

The organisation reserves the right to assess the category of each individual driver. The category of each individual team will be pre-assigned according to the established criteria. Rookie teams i.e. at its first participation and of which no data are available, will be pre-assigned, but with the reservation to make the category official by mid-race. The organisers reserve the right to evaluate possible category changes by the half of the race.

6. WEIGHTS AND BALLASTS

Weight : kart + driver

Each driver is obliged to weigh himself at each pit stop. The available ballast limit is 30 kg. Drivers who do not reach the minimum weight, including their equipment, will have to fill the remaining gap with personal ballast and will be assessed on a case-by-case basis by the organiser.

The weights available are:

- 2.5 kg: yellow
- 5 kg: red
- 10 kg: blue

In case of violation of the minimum weight, the team will be penalised as described in the SR (Supplementary Regulations).

7. BRIEFING E KART DRAW

The briefing will be on-line and is compulsory for all team managers.

Kart draw: the karts will be drawn, on the morning of the event, in the pit lane and with the mandatory presence of a Team Manager or a Team Principal for each team. The karts will be assigned randomly in each round with the obligation not to take the same kart twice during the championship. If, at the end of an event, a chassis or an engine is "damaged" the technical staff will be entitled to replace one or both of them.

8. FORMAT

The philosophy of the R-ONE Championship is to enhance the true spirit of endurance racing and to put more emphasis on strategy and driver value. Each event involves the allocation of a kart that will be kept throughout the event.

The general regulations are designed to give a few simple parameters and to make strategy and driving the protagonists of the races.

- **Kart customisation**

With the return to the single kart you will also have the possibility of customising your kart for the event. The customisation consists in being able to customise the number holder nose, the number holder board (which will be coloured differently according to the category: Red - EK1 / White - EK2 / Green - EK3) and the number. And finally, it is possible to customise areas of the kart that will be indicated by the organiser.

- **Alignment test**

In order to balance all karts, alignment tests will be carried out on Friday before the race. An official TB Kart driver, designated by the technical staff, will test all karts with telemetry, which will be analysed by the technical staff in order to intervene and balance the fleet.

- **Numero minimo di pit**

They will be studied and described in the RPG, depending on the duration of the race. All driver changes, refuelling and technical assistance will be counted.

- **Minimum Pit Time / Total Pit Time**

They will be studied and described from race to race and communicated in the RPG. The minimum pit time (for safety reasons) must always be respected depending on whether you enter for driver change, technical assistance or refuelling. The total pit time is intended on the race total. For example each team will have to make 30 minutes of total pit time and it will be under its own control (within the limits imposed by the RPG). Each pit lane passage has a minimum and a maximum time window, in which each team must make its pit stop. This system greatly expands the strategy for teams and facilitates pit operations even for novice teams.

- **Minimum driving time**

Each driver will have to drive a minimum of one minute each round.

- **Driver change**

Compulsory at each passage in the pit lane. In case a kart change is necessary due to technical problems and/or force majeure, the organiser reserves the right not to oblige the driver change.

- **Fuel Management**

During the race it will be completely up to the team to decide when to refuel and how much to refuel. Notches will be marked: 2.5 l, 5 l, 7.5 l, full, to facilitate the amount of petrol to be refuelled, Refuelling will be exclusively carried out by the technical staff. During official free practice the refuelling area will be open, and will be closed at the end. For the first 10 minutes of the race and the last 10 minutes of the race the pit lane including the refuelling area will be closed.

- **Technical Support**

During the whole duration of the race, the possibility will be given to use the technical assistance (number of available assistances, access modalities and booking system will be described in the SR). During the technical stop the team will be obliged to respect a minimum pit time imposed by the organisers and described in the SR. If the technical staff evaluates that the intervention may take longer, the team will be given the opportunity to carry out the kart change with a replacement kart. Once the repair has been carried out, the team will be called back to the pit lane by the race direction for the kart change and will have x laps to do it. Both pit lane passages will be considered as pit and the pit time will be counted in the total.

- **Tyre pressure changes**

For the EK1 category only, as the highest expression of professionalism in endurance karting, teams will be allowed to vary tyre pressure, according to a range set by the technical staff. An area will be set up where it will be possible to carry out these operations. The change of pressures is possible during the course of the race under the full management of the team. Any consequence resulting from a modification not in accordance with the regulations will be a technical assistance and will not be counted as a PIT. For EK2 and EK3 categories any intervention on the vehicle will lead to disqualification.

- **Prohibition of intervention on kart**

Any tampering with or intervention in the vehicle will be punished by disqualification.

Race programme

- **Official free practice: 30 minutes / 60 minutes**

Each team will have either 30 minutes or 60 minutes of official free practice (depending on the length of the round), where they will have to get familiar with the vehicle and the circuit. The best time obtained during official free practice will count as access to the Superpole or the starting grid.

- **Super Pole : 1 lap**

At the end of the official free practice, the 10 best teams, according to the ranking of best times, will be entitled to Super Pole. The Super Pole consists of a flying lap, a timed lap, and a return lap. The team with the fastest time will start in first position and get a bonus point. All others will follow.

- **Race : Endurance**

Of the duration stipulated in the RPG. The race is understood to be timed, from the passage of the first kart at the start, until the passage of one's own kart to the chequered flag.

9. STARTING GRID

The starting order will be determined by the result of the Super Pole for the first 10 teams and the result of the official free practice from the 11th place onwards.

10. STARTING PROCEDURE

The starting procedure will be rolling start (moving kart) and will be described in the RPG.

11. ETHICAL CONDUCT

Each driver is obliged to behave in accordance with the rules and common sense. Each driver and accompanying person is responsible for his/her own actions. IRK Promotion will assess possible sanctions for behaviour that may harm the image of the championship and the safety of participants.

12. RACE DIRECTION AND STAFF

Each event will be directed by a race direction staff consisting of a race director, a sports director and a commission. The track staff, understood as marshals, will be obliged to report any penalties and communicate them to the race director. The race staff will also include marshals in the parc ferme dedicated to weight control and other activities. Finally, the technical staff will be entirely qualified and official TB KART personnel who will guarantee the efficiency of the vehicles.

13. POINTS

The score for each round will be allocated to the specific classification of each category, including bonus points (for Pole Position and Fast Lap).

14. EVENT RANKING

Each event will see a final ranking for each category.

15. CATEGORY CHAMPIONSHIP RANKING

At each event, the points gained will be entered in full into the category championship standings, including extra points. The winner of the championship will be the team with the most points at the end of the season out of the best 6 results in its category. Two discards will be possible:

Discard 1 : the worst result from a 4H or 6H race

Discard 2 : the worst result of a 10H race.

In the event of a tie in the final classification, the best placing in the rounds will be checked, with priority given to the longer races, scaling down in the event of a further tie.

16. PRIZE MONEY

Each event includes a prize-giving ceremony for the first three classified in each category, for the Poleman and for the author of the fastest race lap. The final prize-giving ceremony of the championship will take place during the IRK Awards (location and date to be defined) and the final prizes include

First place in each category : Voucher worth 3000,00 € for the R-ONE Championship 2025

Second prize in each category : Voucher worth €1500,00 for the R-ONE Championship 2025

Third prize in each category : Voucher to the value of 500,00 € for the R-ONE Championship 2025

17. PHOTOS AND VIDEO

During all events, including the IRK Awards, video footage, photos and live streaming will be taken. Each individual participant, by accepting the regulations, gives his or her consent to the promotional use of the material produced, by IRK Promotion.

18. ON-BOARD FILMING

Personal video cameras may only be used of the make and model indicated below and installed with specific support in the position deemed suitable by the organisation

Brand : **GOPRO**

Model : **Hero 10 Black** (see photo)

Model : **Hero 11 Black** (see photo)

Model : **Hero 12 Black** (see photo)

Position : **Fixed in the support provided by the organisation.**



Any other type of camera, make or model are not authorised by the organiser.

For the purposes of the proper conduct of the competition, it is permitted to use the footage in one's own possession and exclusively produced by the authorised camera, when claiming (see pt. 14 of the RPG).

****The race management and the organisation IRK Promotion reserve the right to assess any special or miscellaneous exceptions.***