

REGULATIONS

THE 24 - 7-8/09/2024



IRK Promotion S.S.D a R.L., in cooperation with **TBKART S.R.L.**, is the organising company of the event called THE FINALS. The event is structured with the full rent "Arrive & Drive" formula, in which every participant, equipped with the necessary documentation and equipment, will be able to participate. 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 event is a 24-hour race, run through the use of **TBKART R-ONE Sport HP** karts with Honda 390 4-stroke 18 hp engines.

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REGULATION TABLE (Quick info)

ADMITTED DRIVERS	MINIMUM AGE 14 YEARS OLD
DOCUMENTS	MEDICAL CERTIFICATE AND LKR LICENCE
KART	TB KART R-ONE SPORT HP 390 C.C.
POWER	18 CV
CATEGORIES	UNIQUE
MINIMUM DRIVER WEIGHT	85 KG
STARTING PROCEDURE	ROLLING START
PIT LANE OPEN	10 MIN FROM THE START OF THE RACE
PIT LANE CLOSED	10 MIN TO THE END OF THE RACE
PIT NUMBER	NO
PIT TIME WINDOW	FROM 60 TO 210 SECONDS
TOTAL PIT TIME (8 H)	30 MINUTES (1800 SECONDS)
REFUEL	FREE
MIN. TRACK TIME	1 COMPLETE LAP (2 PASSES OVER THE FINISH LINE)
MAX TRACK TIME	NO
MIN. DRIVING TIME	1 TRACK ENTRY
MAX. DRIVING TIME	BASED ON CATEGORY (see pt. 12)
PUSH A PARTNER	FORBIDDEN
TECHNICAL ASSISTANCE	MAX. 3 REQUESTS - INCLUDED IN PIT TIME
REPAIRS	YES - NOT INCLUDED IN THE PIT TIME
DRIDER BRACELETS	YES

PENALTY TABLE (Quick info) - see detail pt 15

JUMPSTART	10 SECONDS
NON-ALIGNMENT IN THE START	3 SECONDS
UNDERWEIGHT	10 SECONDS FOR KG
UNSAFE DRIVING	30 SECONDS
CUT OF TRACK	SQUALIFICATION (JUDGMENT BY RD)
WRONG TRACK SENSE	SQUALIFICATION
NON WEIGHING	2 LAPS
UNSAFE PIT ENTRY	10 SECONDS
NON-COMPLIANCE WITH MINIMUM PIT TIME (60 SECONDS)	10 SECONDS + MISSING TIME
NON-COMPLIANCE WITH MAXIMUM PIT TIME (210 SECONDS)	10 SECONDS + EXCESS TIME
NON-COMPLIANCE WITH TOTAL PIT TIME	30 SECONDS + MISSING TIME
NON-COMPLIANCE WITH MIN TIME ON THE TRACK	30 SECONDS
NON-COMPLIANCE WITH MIN DRIVING TIME	5 LAPS
PIT LANE CLOSED RE-ENTRY	30 SECONDS
FAILURE TO CHANGE DRIVER	2 LAPS
PUSH A PARTNER	1 LAP
PIT EXIT IMPEDIMENT	30 SECONDS
PIT LANE CHANGE	10 SECONDS

1. REGISTRATION

Registration for the event must be received via the form at the following link : : [Inscription](#) .

The price for round is : **2700,00 €** (vat included)

Each participating team must consist of one:

Team Principal : a person responsible for the team in front of the organisation. (It can also be a driver and a team manager)

Team Manager : a person responsible for the team in front of the race director. (It can also be a driver and a team principal)

Drivers : number defined during registration for the event. (It can also be a team principal or team manager). The number of drivers and drivers' names can also be different between rounds 1 and 2, the important thing is that the rule of at least one entry per driver in this event is respected.

Maximum safety, fair play and sportsmanship are required of all team principals, team managers and drivers taking part in each event. By signing the Declaration of Responsibility, the Code of Good Conduct at the administrative check-in and accepting the competition regulations, all participants must have

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

Failure to comply with these minimum rules may be subject to any sanction deemed appropriate by the promoter and the host kart track of the event. This sanction may go as far as definitive exclusion from the event or the championship.

2. RACE PROGRAMME

The competition programme includes :

07/09/2024

- H 08:00 Briefing
- H 09:15 Unofficial free practice (optional)
- H 10:45 Qualifying (10 minutes)
- H 12:00 Start endurance race (24 H)

08/09/2024

- H 12:00 Finish
- H 12:30 Awards

In order to preserve the alignment and balance of the fleet, it will be possible to carry out optional free practice from Monday to Friday before the race, with the karts made available by the circuit. The karts assigned to each team for the unofficial free practice on Saturday 7 September will be the same as those used for the race, on the basis of the draw made during the briefing.

3. KART

The karts are provided by the event organisers. The model is the **TBKART R-ONE Sport HP** 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. Customisation of the kart is only allowed in the areas designated by the organisers.

4. ADMITTED DRIVERS

All drivers **aged 14** and over and in possession of a **sports medical certificate** and an **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. RACE FORMAT

The race format comprises :

- Qualifying (see pt 9)
- 24 H endurance race

6. WEIGHTS AND BALLASTS

Driver weight + ballast: **85 kg**

Each driver will be weighed at the end of each session. The limit available for karts is 30 kg. For safety reasons, the minimum weight taken into account will be 55 kg. Drivers weighing less than this value, including their equipment, must inform the organisers, who will provide extra ballast. Extra ballast weights deemed dangerous by the organisers are not permitted.

The available weights are:

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

In the event of a violation of the minimum weight, the team will be penalised as described in point 15 (Penalties).

7. BRIEFING AND KART DRAW

The briefing is compulsory for all team managers (penalty : relegation of 5 grid positions)

Kart draw: the karts will be drawn, before the start of the event, in pit lane and with the compulsory presence of a Team Manager or a Team Principal. The karts will be assigned randomly.

8. UNOFFICIAL FREE PRACTICE : 60 minutes

On Saturday 7 September, from 09:15 to 10:15, each team can book an optional free practice hour by sending an e-mail to racing@irkpromotion.com. The cost is €120.00. The kart used for the unofficial free practice will be the same as the race kart, which will be designated by drawing lots during the briefing.

9. QUALIFYING : 10 minutes

At the end of the unofficial free practice, qualifying will take place. Each team will have 10 minutes to set the best time, which will count as the starting grid for the race. There will be no driver change during the qualifying session.

10. STARTING GRID

Event

The duration is 24 hours. The starting order will be determined by the result of qualifying. The race will be timed, from the passage of the first kart at the start, until the passage of one's own kart to the chequered flag. The pre-grid will take place in the parc fermé area. Each driver is obliged to report to the pre-grid call at least 10 minutes before the start. Drivers who are not present at the call will not take part in the session.

11. STARTING PROCEDURE

The starts of all races will be Launched Starts.

The organiser, following a decision of the stewards, has the right to change the starting procedure from "Launched Start" to "Standing Start" or "Launched Start on a Line" with "Slow" posters.

Each driver assigned by his team to the start must report to the parc fermé at least 10 minutes before the official start.

The start procedure starts as soon as the Race Director or his Deputy, or designated Starting Official, indicates with the green flag that the karts can take the start and leave the Parc Fermé (intended as track entrance). Once they have entered the track, the drivers are "under the orders of the Race Director" and may

no longer receive any assistance. A driver who has not presented himself on time to the Clerk of the Course's orders with his kart in working order may only leave the Gathering Area by order of the Clerk of the Course or the Official in charge.

The drivers, once out of the track entrance gate, will start the reconnaissance lap. During the reconnaissance lap each driver must maintain his grid position, should a driver occupy another driver's position without any right, he will receive a penalty at the discretion of the DDG.

If a driver stops for any reason during the formation lap, he will not be allowed to restart until he has been overtaken by the entire group. He will restart at the rear of the formation. If he attempts to start at the front of the group, the black flag will be shown and he will be excluded from the race.

It is forbidden to use any route other than the one used during the race to regain one's position. In case of rolling starts, the driver lagging behind will have the opportunity to regain his grid position only if this manoeuvre will not hinder the other drivers, and in any case before reaching the Red Line which will be materialised on the track, equipped with timing loops and indicated by the Race Director during the briefing. In the event of a standing start, the delayed driver will have the opportunity to regain his grid position until the red start light comes on.

If a driver is deemed to have been held up as a result of an error by another driver, the Clerk of the Course may either interrupt the formation lap and restart the Starting Procedure based on the original grid, or allow the held-up driver to regain his position.

Each circuit will have, on the starting straight, two 2 metres wide lanes delimited by white lines. These lanes will be painted from the start line to 110 metres before. A yellow line must be placed 25 m before the start line. For rolling starts, this yellow line will also be materialised by soft cones (1 cone on each side of the track).

The Race Director will give the start signal as soon as he deems the formation satisfactory. (by switching off the traffic lights or by flag).

In the event of repeated false starts or incidents during the formation lap(s), the Clerk of the Course or the Judge of Fact may interrupt the start procedure by a red flag and inform the Stewards, who will be authorised to impose a penalty on the drivers concerned. A new procedure will start immediately or within 30 minutes, depending on the circumstances. The starting grid will be the same as the initial procedure. All drivers present in the start area or repair area before the

interruption of the procedure will be allowed to take the start of the new Formation Lap.

Any attempt to anticipate or delay the start and any kart leaving the track before the official start will be penalised.

Overtaking is permitted as soon as the race director makes the start official (i.e. lowering of the flag or turning off the lights)

An early start is considered to have occurred when a driver exits the channels and overtakes his opponent before the official start of the race director.

A driver who is not aligned in the channels at the start will receive a penalty. It will be the responsibility of the Race Director to judge such a manoeuvre and impose any penalties.

Once the start signal has been given, race conditions apply and, regardless of the kart's position on the track, it is forbidden to give it any assistance except to park in a safe place.

12. RACING RULES

Alignment test

In order to balance all the karts, alignment tests will be carried out before the event. A team of TBKART technicians will take care of probable interventions in order to ensure uniform performance.

Minimum number of pits

There is no minimum number of pits

Total pit time

The total pit time is intended on the race total.

The pit time will be at the complete management of the team, respecting the pit lane time window. At each pit lane passage, the pit time used will be cumulated and, at the end of the race, it must have a minimum total of :

RACE	TOTAL PIT TIME
24H	60 MINUTES

Pit lane time window

Each pit lane passage must be made within a window of **between 60 seconds and 210 seconds.**

Each team, once the weigh-in, driver change and/or refuelling procedures have been carried out, will be able to decide its exit time in total autonomy, respecting the limits imposed by the time window. It is mandatory for each team to leave a passageway for the exit. Any team blocking or preventing another from exiting will incur a penalty.

Min and max track time

There is no minimum time on the track.

The only parameter to be met is that you must complete at least one complete lap (min 2 passes over the finish line).

There is no maximum track time.

Min and max driving time

The min and max driving time is understood as the total driving time that a driver can or must do. Each driver must make at least one entry onto the track. There is no maximum driving time to be observed.

Return to the pits procedure

Each driver must keep a moderate pace as soon as he crosses the pit line. Any dangerous manoeuvre or contact with barriers will result in a penalty. On re-entry, the driver must follow the compulsory route and, having arrived at the weight check, will be obliged to carry out the weigh-in procedures. Once they have been carried out, the driver will have the option of moving either to the refuelling lane or to the driver change lane. Once the lane has been chosen, it is not possible to move. Any attempt to change lanes or to block operations is sanctioned with a penalty.

Refuelling

During the race the amount of petrol will be completely under the team's control and it will be up to the team to decide when to refuel and how much to refuel. Once at the refuelling area, the driver will be obliged to get out of the kart. Refuelling will be exclusively carried out by the technical staff. During official free practice the refuelling area will be closed. It will be opened at the end of official free practice and the team will be allowed to take on board the required amount of petrol. After the end of Super Pole the refuelling area is closed. ***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.***

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 organisation reserves the right not to oblige the driver change.

Opening and closing pit lane

The pit lane will be opened ten minutes after the start of the race understood as the official start from timekeeping.

The pit lane will be closed ten minutes before the end of the race understood as the official end from timekeeping.

Technical Assistance

During the course of the race, technical assistance will be allowed to teams who request it, using the appropriate form. Technical assistance is understood as the request for replacement and inspection of the vehicle. **The organisation limits the number of requests for technical assistance per team to a maximum of 3.**

The procedure involves :

- A formal request completed and authorised by the team manager.
- The authorisation from the technical staff for the team to enter the pits.
- The returning team will position the kart according to the indications given by the technical staff.
- The driver will get on the first kart of the single row that will be formed by the available karts and will resume the race normally.
- The pit passage and the relative time will be added to the race total.
- The kart will be supplied with a full tank of petrol (unless otherwise provided by the technical staff)
- Driver change and observance of normal race procedures is compulsory

Once the technical assistance has been carried out, the team may continue its race, while the replaced kart may be temporarily excluded from the single file of karts available for control and alignment tests.

If the replaced kart has no problems and/or malfunctions, it will be reinserted in the single file of karts available for technical assistance.

The management of technical assistance requests will be at the complete discretion of the teams. In the case of technical assistance recalls and/or repairs, they will not be counted in the total number of requests.

The organisation and the technical staff reserve the right to limit and/or temporarily suspend technical assistance.

Technical Service Recall

Should the technical staff deem it necessary to repair or replace a kart, they are entitled to recall the kart for technical assistance.

The procedure involves :

- The communication of the recall to the team manager by the organisation
- The display of the black flag with orange disc to the driver by the Race Director.

- From the moment the flag is shown, the driver has 3 laps to re-enter the race.
- The team will continue the race with the replacement kart until further notice from the technical staff.

If a team deliberately decides not to re-enter they will be disqualified from the event.

The recall is a decision solely and exclusively of the technical staff, who will certify the request with objective evidence.

Repairs

If a kart needs repair and/or replacement, the technical staff will replace the kart and allow the team (even the same driver) to restart. In the event of a breakage, the technical staff has the faculty to assess the real condition of the kart after the restart: if the technical staff considers that the damage/problem has been caused by improper use of the kart, penalties commensurate with the extent of the damage may be applied.

Pushing

Pushing between two or more karts is strictly forbidden throughout the circuit, and for all sessions. If a team is cautioned by the Race Director it will first receive a black and white flag warning. At the second warning a penalty of one lap will be entered directly into the timing system. It will be at the discretion of the Race Director to identify the team(s) to be penalised, and he will have the power to penalise both those who commit the action and those who suffer it. **Pushing is defined as continuous, prolonged and intentional contact between two or more karts that can bring advantage.**

Pressure modifications

The teams will be allowed to change the tyre pressure, according to a range set by the technical staff. An area will be set up where these operations can be completed. Pressure changes are permitted throughout the entire duration of the race. The organisers reserve the right to check and verify compliance with the range.

13. NEUTRALISATION OF A RACE OR SESSION (SAFETY KART)

In case of accident or heavy rain or for the recovery of a kart, the entry of the SAFETY KART can be arranged. All karts must slow down and follow the Safety Kart.

The Safety Kart will come out of the pits and will position itself in front of the first kart arriving, giving priority to safety. Drivers are obliged to follow the Safety Kart until the GREEN flag is shown by the Race Director on the finish line.

It will be the Race Director's responsibility to indicate the last lap to be used by the Safety Kart. Once the Safety Kart has returned to the pits, it will be up to the leader of the group to decide the right moment for the restart, and overtaking will be allowed only after the finish line.

The race officially restarts after crossing the finish line. During Safety karting the Pit-Lane will remain closed. From the time the sign is displayed at the finish line by the race director, and from the time of the official announcement by the timekeeper, any re-entry into the pit lane will be considered a penalty. The penalty will be assessed according to the duration of the Safety Kart. During Safety karting overtaking is not allowed, not even for splitting.

14. SUSPENSION OF A RACE OR SESSION

If it becomes necessary to suspend practice and/or the race, either because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course will order a red flag to be displayed on the Line.

At the same time red flags will be displayed at the marshals' stations provided with such flags. The decision to suspend practice and/or the race can only be taken by the Clerk of the Course.

If the signal is given, activity on the track must be suspended:

During qualifying : all karts must immediately reduce speed and return slowly to the Parc Fermé, and all karts abandoned on the track must be removed; practice will be resumed as soon as possible to comply with the original schedule.

During the race:

all karts must immediately reduce speed and return to the parc fermé.

- the classification of the race will correspond to the classification at the end of the lap preceding the lap during which the stop signal was given.
- karts or rescue vehicles may be on the track,
- the circuit may be totally blocked due to an accident,
- weather conditions may have made high-speed driving on the circuit impossible.

The procedure to be followed varies according to the percentage of the race completed by the leader before the stop signal was given:

If the race is stopped when at least 75% (rounded up to the next lap) of the scheduled duration has been completed, the race can be considered as completed. All pits and the total pit time will be equated directly from the timing system.

15. PENALTIES

Penalties are intended as track infringements, rule infractions or irregularities in procedures.

Any written or unwritten penalty in the regulations is at the complete discretion of the Race Director who may impose, increase or decrease the size of the penalty. Any penalty will be added to the total pit time that the team will have to respect. It will be up to the team to calculate its total time according to the penalties received.

15.1 Any incorrect and unsportsmanlike behaviour on and/or off the track by drivers and/or any infringement reported or not mentioned in these regulations will be penalised by time penalty, grid position penalty or disqualification from the event.

15.2 Any aggravation or repetition of incorrect and unsportsmanlike conduct may result in the exclusion of the driver from the event.

15.3 Any form of unsportsmanlike conduct will be severely punished with the removal of the person involved.

15.4 Any disrespectful and/or provocative attitude or behaviour towards the organisation, the staff or the competition management will be punished by removal of the person and/or disqualification

15.5 If the penalty is not served during the race, the penalty will be applied to the final ranking.

15.6 If the penalty cannot be served and reaches such a length that it exceeds the lap time, this penalty will be applied to the final classification and converted into laps, taking the best race lap as a parameter and rounded up.

15.7 Dangerous driving: it is strictly forbidden to get up from the kart seat during your stint: 30 seconds penalty.

15.8 Cutting the track: If a driver deliberately cuts a section of the circuit, he will be immediately disqualified. In the case of cutting the track due to force majeure (wet track conditions, contact...) the race direction will assess possible penalties.

15.9 Wrong track direction: If a driver drives in the opposite direction to the direction of travel, he will be immediately disqualified.

15.10 In the event of a violation of the minimum weight, the pilot will be penalised with :

from 0,001 kg to 1,000 kg	10 seconds
from 1,001 kg to 2,000 kg	20 seconds
from 2,001 kg to 3,000 kg	30 seconds

and more

15.11 If the minimum weight violation is committed in the qualifying session, the penalty will be time cancellation.

15.12 In the event of a violation of the minimum weight in the weigh-in procedure at the end of the race, the penalty will be awarded in the final ranking.

15.13 Should a driver leave the designated area without having carried out the weigh-in procedure, the team will be penalised with 2 laps.

15.14 In the event of returning to the pits at an inappropriate speed and in the event of a violent collision with the protections present at the pit entrance, the driver will receive a 10-second penalty.

15.15 In the event of non-compliance with SAFETY KART procedures, the driver will be penalised at the discretion of the race director.

15.16. The team not present at the pre-grid call will start from the back of the grid.

15.17 Any driver not aligned in the channels during the start will receive a 3-second penalty.

15.18 A driver who leaves the channels before the official start will receive a 10-second penalty for an early start.

15.19 Re-entry with a closed pit lane incurs a 30-second penalty

15.20 Failure to meet the minimum pit time will result in a penalty of 10 seconds plus the time needed to reach 60 seconds

15.21 Failure to comply with the maximum pit time results in a penalty of 10 seconds plus the time in excess of 210 seconds.

15.22 Failure to comply with the total pit time (including penalties) will result in a penalty of 30 seconds plus the time needed to reach the minimum total.

15.23 Failure to reach the minimum number of pits results in a penalty of 5 laps per pit.

15.24 Failure to change drivers results in a two-lap penalty.

15.25 Failure to meet the minimum driving time results in a five-lap penalty.

15.26 If a team requests technical assistance and does not comply with the procedures it will be penalised as per the rules

15.27 If a driver is found to be underweight during the shootout race, the team will be relegated to last place on the grid.

15.28 Failure to comply with the minimum stay on the track results in a 30-second penalty

15.29 For unfair contacts during the race, which are not too serious, the black/white flag is used at the discretion of the race director. At 2nd flag, automatic 10-second penalty. For serious contacts the penalty imposed is 10 seconds. The race director reserves the right to assess the extent of the contact and to impose a penalty appropriate to the type of contact and the damage caused.

15.30 A driver may not change direction several times to defend his position. A driver performing this procedure will first be flagged with a black/white flag, on the second occasion a 10-second penalty will be imposed.

15.31 A driver who realizes that he has gained a position irregularly has the option of returning the position on the current lap without penalty. This maneuver is allowed only if the driver who was overtaken has lost no further positions after the contact.

15.32 The driver in front has favor of the trajectory. Two paired drivers both have the favor of the trajectory.

15.33 A driver who pushes another driver under braking or cornering to widen the trajectory of the driver in front of him will receive a 5-second penalty. It is up to the race management to assess the damage done and increase the penalty

15.36 The driver who overtakes by hitting the opponent in the rear of the kart is making an irregular overtake.

15.37 The team that blocks pit exit operations will receive a 30-second penalty.

15.38 Any attempt to change lanes (refueling - driver change) and resulting in obstructions during pit procedures will be penalized with a 10-second penalty.

15.39 If, during an overtaking manoeuvre, the overtaking driver exiting a corner should find himself alongside the driver being overtaken and intentionally force the driver out of the track limits and/or obstruct the natural running of his kart, this manoeuvre will be cautioned by the Director. In the situation described a penalty for "bad overtaking manoeuvre" may be applied.

15.40 If a driver, having finished his overtaking manoeuvre when exiting a corner, is on the inside and voluntarily forces the driver on the outside off the track, the driver on the inside commits an irregular manoeuvre.

15.41 Any driver who does not respect the minimum distance at the start (the contact between his front bumper and the rear bumper in front of him) will receive a 3-second penalty.

15.42 If, during an overtaking manoeuvre, the overtaking driver comes into contact with and obstructs the normal running/chord point of the driver being overtaken, the manoeuvre will be cautioned by the Race Director. In the situation described a penalty for 'bad overtaking manoeuvre' may be applied.

16. CLAIMS

Complaints submitted to the Adjudicating Board in **writing and signed with the €50 deposit.**

Any refusal will be final.

Complaints may be lodged throughout the duration of the race and in any case no later than 10 minutes after the chequered flag. After that no protest will be considered and the classification will be frozen. It is possible to lodge a protest by submitting video evidence in your possession to the panel of judges, highlighting the offending stage(s).

The complaint procedure is as follows :

- Go to the secretariat and request the appropriate form and pay the deposit.
- Fill in the form in all its fields.
- Select the highlights of any video evidence in your possession to hand over to the DS.
- The DS will make his assessment.
- The irrevocable decision will be published
- If the complaint is upheld, the deposit will be returned, if the complaint is rejected, the deposit will not be returned.

17. 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 and may be expelled if he/she does not comply with the aforementioned rules. IRK Promotion will consider possible sanctions for behaviour that may harm the image of the championship.

18. RACE DIRECTOR AND STAFF

Each event will be directed by a Safety Commission consisting of a race director, a sports director and two staff members. The race staff also includes marshals in the parc ferme dedicated to weight control and other activities. Any penalty or offence may be reviewed by the Safety Commission and at its sole discretion.

20. EVENT RANKING

The winner of the event will be the team that has completed the most laps at the end of the 24-hour race. The chequered flag will be shown as soon as the team leader crosses the finish line, at any time after the actual 24 hours of the race.

Example: Should the leading team cross the finish line at 23.59.59 seconds, it will not receive the chequered flag and will therefore have to finish the last lap. Should the team leader cross the finish line at 24.00.01 he will receive the chequered flag and the race will be finished.

In case there are two or more teams with the same number of completed laps, an absolute ranking will be generated considering the time gaps between them.

21. AWARDS

Prizes will be awarded to the first three classified teams. The driver who took pole position and the driver who set the fastest lap.

22. PRIZE MONEY

Specific regulations will be published for the prize money.

22. PUBLICATION PHOTO 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.

23. 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 direction and IRK Promotion organization reserve the right to consider any special or miscellaneous exceptions.**

THESE REGULATIONS ARE ACCEPTED FROM THE MOMENT PARTICIPATION IS ENTERED VIA THE SPECIFIC FORM ON www.irkpromotion.com