

# REGULATIONS

## ENDURANCE - 13/07/2024



**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 union between the two entities is aimed at promoting a one-day event lasting : 30 minutes of free practice, a Shootout race and an 8-hour endurance race, 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 )**

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

## PENALTY TABLE ( Quick info ) - see detail pt 15

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

## 1. ISCRIZIONE

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

The price for round is : **1200,00 €** ( vat included )

Each round will be scored for the final classification, as stated in the general regulations.

The assigned kart is unique for the entire event.

At the end of the official free practice the teams will be allowed to refuel the kart with the desired quantity. At the end of the Shootout race the parc fermé regime applies, i.e. the driver will be obliged to leave the parc fermé and no intervention on the karts will be possible, not even refuelling.

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 each round 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 and Code of Good Conduct at the administrative check-in, all participants agree to fully adhere to this high standard of respect, in particular:

- 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 kart track hosting the event. This sanction may go as far as definitive exclusion from the event or the championship.

## 2. RACE PROGRAMME

The competition programme includes :

- H 14:30 Briefing
- H 14:30 Unofficial free practice ( optional )
- H 15:40 Qualifying
- H 15:50 Shootout race
- H 16:30 Start endurance race ( 8 H )
- H 00:30 Finish
- H 00:40 Awards

In order to preserve the alignment and balance of the fleet, optional free practice sessions will be possible from Monday to Friday before the race, with the karts provided by the circuit. The unofficial free practice, scheduled for Saturday 13th July from 1.00 pm to 2.00 pm must be booked by e-mail to the address: [racing@irkpromotion.com](mailto:racing@irkpromotion.com). The karts used for the unofficial free practice will be the R-One, and it will be the kart that will be drawn for the whole event. The unofficial free practice, lasting 60 minutes, is optional and costs €120.00 per team,

## 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 riders **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 :

- Unofficial free practice - optional ( 60 min )
- 10 minutes of qualifying ( see pt 8 )
- Shootout race 25 laps ( see pt 9 )
- 8-hour endurance race divided into 4 fractions

The endurance race is divided into 4 fractions of 2 hours each:

1. Stint 1 : at the end of 2 hours of racing
2. Stint 2 : at the end of 4 hours of racing
3. Stint 3: at the end of 6 hours of racing
4. Final classification at the end of 8 hours of race (end of endurance)

Each stage will see a provisional ranking and will award a score which will be entered in the event ranking. At the end of each stage the tricolour flag (Italian national flag) will be waved at the finish line and will indicate the start of the next stint. The race will not be interrupted between fractions.

At the end of the 8-hour race, the chequered flag will be shown to mark the end of the event and the final classification.

## 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 mandatory presence of a Team Manager or a Team Principal. The karts will be assigned randomly. The technical staff reserves the right to change this kart which will be replaced by a spare kart and will take the place of the replaced one.

## **8. QUALIFYING : 10 minutes**

Each team will have 10 minutes of qualifying time. The result of qualifying will be the starting order for the SHOOTOUT RACE. During qualifying the pit lane remains closed and the minimum weight of 85 kg is mandatory.

## **9. SHOOTOUT RACE**

At the end of the official free practice, a ranking will be drawn up based on the best times set, and this will be the starting grid for the Shootout race. The Shootout race consists of a sprint race of 25 total laps, divided into three fractions. The first fraction will end at lap 7 with the chequered flag and the last five teams will be forced to pit. The second fraction will see the starting order based on the finish of the first fraction. The second stage will end at lap 15 with the chequered flag and will see the last 5 classified teams return to the pits. The third and final stage sees the starting order based on the finish of the second stage. The third stage will end on lap 25 with the chequered flag. The overall finishing order of the three fractions will be the starting order for the main endurance race.

At the end of the shootout race, a score will be given which will be part of the final ranking.

## **10. STARTING GRID**

### **Event**

The duration is 8 hours. The starting order will be determined by the overall result of the Shootout race. 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              |
|------|-----------------------------|
| 8H   | 30 MINUTES ( 1800 SECONDS ) |

### **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 2.**

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.

**13.39** 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.

**13.40** 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.

**13.41** 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.

**13.42** 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.

## 19. EVENT SCORES

The score of the Shootout race, Stint 1, Stint 2, Stint 3 and final ranking will be assigned to the overall ranking of the event.

| SHOOTOUT RACE |       | STINT 1 - 2 - 3 |       | FINAL STANDING |       |
|---------------|-------|-----------------|-------|----------------|-------|
| Position      | Point | Position        | Point | Position       | Point |
| 1             | 10    | 1               | 10    | 1              | 25    |
| 2             | 9     | 2               | 9     | 2              | 18    |
| 3             | 8     | 3               | 8     | 3              | 15    |
| 4             | 7     | 4               | 7     | 4              | 12    |
| 5             | 6     | 5               | 6     | 5              | 10    |
| 6             | 5     | 6               | 5     | 6              | 8     |
| 7             | 4     | 7               | 4     | 7              | 6     |
| 8             | 3     | 8               | 3     | 8              | 4     |
| 9             | 2     | 9               | 2     | 9              | 2     |
| 10            | 1     | 10              | 1     | 10             | 1     |

## 20. EVENT RANKING

The team with the highest score will be the winner of the event. In the event of a tie at the end of the event, the team with the better result in the shootout race will be the winner.

## 21. AWARDS

Prizes will be awarded to the first three classified teams. The driver or team that does not present itself at the ceremony is not entitled to collect the prize

afterwards. Each driver is obliged to turn up in his or her own technical clothing. The winning team will receive free participation in THE 24, scheduled for 7 and 8 September 2024.

## 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](http://www.irkpromotion.com)