

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 DRIVER (see pt 4)	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 (24 H)	60 MINUTES
REFUEL	FREE
MIN. DRIVER TRACK TIME	1 COMPLETE LAP (2 PASSES OVER THE FINISH LINE)
MAX DRIVER TRACK TIME	NO
MIN. DRIVER DRIVING TIME	1 TRACK ENTRY
MAX. DRIVER DRIVING TIME	NO
PUSH A PARTNER	FORBIDDEN
CHANGE OPTION	MAX. 1 REQUESTS - INCLUDED IN PIT TIME
REPAIRS	YES - 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 / WEIGHT ALTERATION	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 :

06/09/2024

- H 16:30 - 19:30 Race office open

07/09/2024

- H 07:30 - 09:30 Race office open
- H 08:30 - 09:30 Briefing
- H 10:00 - 12:00 Unofficial free practice (optional)
- H 12:15 Qualifying group A (10 minutes)
- H 12:35 Qualifying group B (10 minutes)

- H 13:00 - 13:45 Drivers Parade
- H 14:00 Start endurance race (24 H)

08/09/2024

- H 14:00 Finish
- H 14:30 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, suit (also with expired homologation), gloves, shoes, rib protector (recommended) and neck protection (recommended). All drivers not in possession of an ASI-ACI LKR licence may request it at the following e-mail address: segreteria@irkpromotion.com.

For all pilots without a valid medical certificate, they can request information on how to apply directly at the circuit.

5. RACE FORMAT

The race format comprises :

- Unofficial free practice (see pt 8)
- 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).

Any attempt to alter weighing procedures and one's own weight will be subject to a penalty (see point 15).

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 : 120 minutes

On Saturday 7 September, from 10 a.m. to 12 noon, optional unofficial free practice sessions are scheduled, in which each team may participate. Reservations can be made by sending an e-mail to racing@irkpromotion.com. The price of the free practice package is **€ 300.00 + VAT**. 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.

During free practice it will be possible to change tyre pressures, refuelling will be possible and change option will be provided for those who request it. At the end of the unofficial free practice, all participating teams will be divided into two groups. The allocation criterion will be the ranking of the best times obtained during the unofficial free practice. Group A will be formed by the first half of the ranking based on the best time, group B will be formed by the second half of the ranking based on the best time. The team which does not participate in the unofficial free practice will be placed in last position in the general classification and consequently assigned to group B.

9. QUALIFYING : 10 minutes (for each group)

At the end of the unofficial free practice, qualifying will take place.

Qualifying will be divided into group A and group B, according to the criteria described in point 8. Each team will have 10 minutes to obtain the best time. At

the end of the two qualifying sessions, a merge between the two sessions will take place and the starting grid for the race will be formed. There will be no driver change during the qualifying session.

10. STARTING GRID

The race has a duration of 24 hours. The starting order is determined by the result of qualifying. The race is intended 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. The pre-grid follows a procedure that will be described during the briefing. Each driver is required 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 start of 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.

The refuelling area will be open during the non-official free practice and for their entire duration.

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 by timing. The opening of the pit lane means passing the pit antenna in no earlier than 10 minutes after the start of the race. Should a team re-enter the pit lane, passing the pit lane aerial at 10:00 minutes is not in penalty, should it pass the pit lane aerial at 9:59 minutes, it is in penalty (see pt 15)

The pit lane will be closed ten minutes before the end of the race understood as the official end by timing. The closing of the pit lane is understood as the passage over the pit antenna in no more than 10 minutes after the end of the race. Should a team re-enter the pit lane, passing the pit aerial at 10:00 minutes they are not in penalty, should they pass the pit aerial at 9:59 minutes they are in penalty (see pt 15)

Change option

During a time window running from the second hour of the race until the 22nd hour of the race, change options will be allowed to teams who request them, using the appropriate form. By change option is meant the request for a change of vehicle. For all requests made during the unofficial free practice, no tyre change will be carried out. **The organiser limits to a maximum of 1 change option request per team.**

Requests for change options are accepted:

- **During unofficial free practice**
- **From the second hour of the race until the 22nd hour of the race.**

The technical staff, for organisational purposes, can handle a cycle of 3 change option requests at a time, maintaining a chronological order based on the time order of their presentation. It is specified that the technical staff will process one change option request at a time. When the cycle of the three requests is closed, a new cycle will be resumed at a minimum distance of 10 minutes from the closing of the previous cycle of requests.

N.B. a repair or a technical service call-back always has priority over a change option request voluntarily submitted by a team.

The procedure involves :

- A formal request completed and authorised by the team manager.
- The authorisation from the technical staff to let their team enter the pits.
- The driver returning will position the kart according to the instructions given by the technical staff.
- The kart assigned for the change will be drawn by lot among the available karts.
- The technical staff will perform the tyre change, fitting on the new kart the set of tyres present on the kart in use by the team.
- The driver change and the respect of the normal race procedures is compulsory
- The pit pass and the relative time will be added to the race total
- The kart will be supplied with a full tank of petrol (unless otherwise stated by the technical staff)

The team will be able to continue their competition.

The handling of requests for change options will be entirely at the discretion of the teams. In the case of staff recalls for technical problems and/or repairs, these will not count towards the total number of requests.

In the event that the team exceeds the maximum pit time due to a procedural delay, the pit time will be accumulated in the total and there will be no penalty for the excess time taken by the technical staff.

N.B. a repair or a technical service recall always has priority over a change option request submitted voluntarily by a team.

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

The technical support recall does not count as a change option.

Repairs

Should a kart need repair and/or replacement, the technical staff will replace the kart and allow the team (including the same driver) to restart, following these procedures.

Should the kart stop on the circuit:

- The driver must put himself and the kart in a completely safe position and wait for the arrival of the technical staff.
- The technical staff will bring a spare kart on site in order to continue the race.
- It will be the driver's care and responsibility to place ballasts and transponders on the replacement kart.
- Once the operations have been completed, the driver may resume the race.
- As soon as the original kart is restored, the team must re-enter and resume their kart. The team has 4 laps to re-enter after official communication, if they fail to re-enter they will receive a penalty which, if repeated, may lead to disqualification.
- If the kart has serious problems and cannot be repaired or takes a long time, the technical staff will give notice to the team to return for a tyre change, mounting the tyres of the original kart on the replacement kart. The team has 4 laps to

re-enter from the official communication, if they do not re-enter they will receive a penalty which, if repeated, may lead to disqualification.

In the event that the kart remains stationary on the circuit, the time elapsed until the restart is race time and therefore lost time will not be reassigned.

Should the kart return to the pit:

- The driver will position the kart following the instructions of the technical staff

- The driver will get into the kart indicated by the technical staff (can also be the same driver) and will resume the race normally.

- As soon as the original kart is reinstated, the team must return and resume their kart. The team has 4 laps to re-enter from the official communication, if they do not re-enter they will receive a penalty which, if repeated, may lead to disqualification.

- If the kart has serious problems and cannot be repaired or takes a long time, the technical staff will give notice to the team to return for a tyre change, mounting the tyres of the original kart on the replacement kart. The team has 4 laps to re-enter from the official communication, if they do not re-enter they will receive a penalty which, if repeated, may lead to disqualification.

Should the technical staff identify a problem during the pit stop :

- It will indicate to the driver the replacement kart with which he can resume the race normally

- As soon as the original kart is restored, the team must re-enter and resume their kart. The team has 4 laps to re-enter from the official communication, if they do not re-enter they will receive a penalty which, if repeated, may lead to disqualification.

- If the kart has serious problems and cannot be repaired or takes a long time, the technical staff will give notice to the team to return for a tyre change, mounting the tyres of the original kart on the replacement kart. The team has 4 laps to re-enter from the official communication, if they do not re-enter they will receive a penalty which, if repeated, may lead to disqualification.

In case of breakage, the technical staff has the faculty to evaluate after the restart the real conditions of the kart: if the technical staff should consider that the damage/problem has been caused by an improper use of the kart, penalties commensurate to the entity 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 In the event that a driver leaves the designated area without having carried out the weighing procedure, or attempts to alter the procedure or his own weight, 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 team fails to comply with the order to return to the pits for a service call or to return the kart within the 4-lap time limit, the team will receive a 10-second penalty for each lap in excess of the 4-lap time limit. If the team accumulates a penalty of 60 seconds (six laps) the penalty will be converted to laps and may result in the team being disqualified.

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

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

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

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

15.37 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.

15.38 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.

15.39 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.

15.40 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

A separate regulation will be published for the prize money.

23. 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.

24. ON-BOARD FILMING

It is allowed to use the footage in one's own possession and exclusively produced by the on board video camera, when claiming (see pt. 14 of the RPG).

It is not allowed to install fixed media on one's own kart because they would hinder all procedures of eventual technical assistance and/or change option.

25. TELEMETRY

The use of own telemetry on the kart is permitted.

It is not permitted to install fixed mounts on one's own kart because they would hinder all procedures for any technical assistance and/or change options.

26. KART CUSTOMISATION

It is not permitted to customise the karts with accessories not authorised by the organisers :. LEDs, lights, adhesive strips, stands and other..

***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