

REGULATIONS

THE WINTER CUP - 23/11/2024



TBKART S.R.L., through its new department **IRK Promotion S.S.D a R.L.**, is organising the event called **THE WINTER CUP**. 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 take part. **TBKART R-ONE Sport HP** karts with Honda 390 4-stroke 18 hp engines will be used for the event.

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TABLE REGULATION (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 HP
CATEGORIES	EK1 - EK2 -EK3
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 (10H)	NO
PIT TIME WINDOW	FROM 60 TO 210 SECONDS
TOTAL PIT TIME (10H)	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	YES
REPAIRS	YES - INCLUDED IN THE PIT TIME
DRIDER BRACELETS	YES

PENALTY TABLE (quick info) - see 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
NON-COMPLIANCE WITH MAXIMUM DRIVING TIME	10 SECONDS FOR EVERY EXCESS MINUTE
FAILURE TO REACH MIN PIT NUMBER	5 LAPS FOR EACH MISSING PIT
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 WINTER CUP](#) .

The price for participation in THE WINTER CUP for the individual team is : **976,00 € vat included**

During the unofficial free practice the teams will be allowed to refuel the kart with the desired quantity. After qualifying 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 08:00 Welcome
- H 08.40 Kart draw
- H 09:00 Optional free practice (60 minutes)
- H 10:10 Qualifying
- H 10:30 Start THE WINTER CUP (8 hours)
- H 18:30 Finish
- H 18:45 Awards

The briefing will be conducted online and communicated to participants as described in section 7.

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. DRIVERS' RATINGS AND TEAM CATEGORIES

DRIVERS

- **PLATINUM** : a driver who has national and international achievements in Rental Karting or Karting.
- **GOLD** : a driver with nationally prominent results in the Rental Karting and Karting scene.
- **SILVER** : a driver with experience but no national or other results in the Rental Karting scene.
- **BRONZE** : a neophyte and inexperienced driver in the Rental Karting scene.

TEAM

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

- **EK3** : dedicated to teams meeting the criterion of a maximum of 50% SILVER drivers and no GOLD drivers

The organisation reserves the right to assess the category of each individual driver. The category of each individual team, which is participating for the first time and of which no data are available, will be made official after the middle of the race. The organisers reserve the right to change the category of each individual team according to pre-established criteria and in order to ensure fair competition within the various categories.

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 will be on-line and is compulsory for all team managers.(penalty: relegation of 5 grid positions)

Kart draw: the karts will be drawn, on the morning of the event, in the pit lane and with the mandatory presence of a Team Manager or Team Principal. The karts will be allocated randomly in each event with the obligation not to take the same kart twice during the championship. If a kart is judged to be excessively slow compared to the others, the technical staff reserves the right to change that kart which will be replaced by a spare kart and will take the place of the replaced one. If, at the end of an event, a chassis or an engine is found to be "damaged" the technical staff will have the right to replace either or both.

8. OPTIONAL FREE PRACTICE : 60 minutes

On Saturday, from 09:00 to 10:00, 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 **€ 120.00 including VAT**. The kart used for the unofficial free practice will be the same as for the race, which will be designated by drawing lots during the briefing.

During the free practice it will be possible to change tyre pressures, refuelling will be possible and the change option will be given to those who request it.

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. At the end of the qualifying session, the starting grid for the race will be formed, based on the best time obtained in qualifying. There will be no driver change during the qualifying session.

10. STARTING GRID

Duration: 8 hours. The starting order will be determined by the result of the Super Pole for the first 10 positions, and by the result of the official free practice from the 11th position onwards. The race will be timed from the passage of the first kart at the start until the passage of one's own kart at 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 exit time will be under 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, 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). The passage over the finish line is considered correct even if the pit lane physically passes the finish line.

There is no maximum time on the track.

Min and max driving time

The min and max driving time is understood as the total driving time a driver can or must drive. The conditions are divided for each category :

EK1 : each driver must make at least one entry on the track.

EK2 : each driver must make at least one entry on the track. The GOLD driver(s) may drive a maximum of 50% of the race duration. The time is cumulative between all GOLD drivers.

EK3 : each driver must make at least one entry on the track. The SILVER driver(s) may drive a maximum of 50% of the race duration. The time is cumulative between all SILVER drivers.

CATEGORIES	MIN DRIVING TIME	MAX DRIVING TIME
EK1	1 TRACK ENTRY	NO
EK2	1 TRACK ENTRY	50% PILOTI GOLD
EK3	1 TRACK ENTRY	50% PILOTI SILVER

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 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

The Change Option procedure allows individual teams to make a change of their kart during the course of the race. It is not possible to request a change option during free practice.

The Change Option procedure can be requested in a time window structured as follows

from the opening of the pit lane 10 minutes after the start of the race until the closure of the pit lane 10 minutes before the end of the race

Example :

race developed over a duration of 8:00:00 hours

opening Change Option procedure 0:00:10 hours from the start of the race

close change option procedure: 7:50:00 hours after the start of the race

The Change Option procedure is as follows:

- 1.Completion of the formal request using the appropriate form and authorisation by your team manager.
- 2.Acceptance of the request by the technical staff
- 3.Coordination between technical staff and team manager for the return of the kart to the area designated for the Change Option procedure.
- 4.The karts are located in a well-defined area and will always be positioned in a single row.
- 5.The driver, once returned, will position his kart at the end of the single row formed by the karts.
6. The driver and the team manager will independently move their number plate and ballast to the first kart of the available row.
- 7.It is not allowed to change the tyre pressure in the change zone, the driver once completed the procedures indicated at point 6 will move to the dedicated zone to change the pressures.
- 8.The driver completes the procedure afterwards by going to the driver change zone for the normal driver change procedure. The pilot change is mandatory.

NOTE:

- The time used for this procedure (PIT IN - PIT OUT) will be added into the total pit time available to each team.

Example:

Total pit time available: 1800 seconds

Pit time used pre procedure: 540 seconds

Pit time used for full procedure: 120 seconds

Total pit time updated post procedure : $540 + 120 = 660$ seconds

- The kart will be supplied with a full tank of petrol

The technical staff reserves the right to test and check the karts which will be placed at the end of the single row of change karts.

The team once the change option has been made will be allowed to continue their race.

The management of the change option request will be at the complete discretion of the teams.

In the case of recalls, by the staff, for technical problems and/or repairs, no The change option form will be requested.

In the event that, the team exceeds the maximum pit-stop time for a procedures, the pit time will be accumulated in the total and there will be no penalty for the excess time.

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 voluntarily submitted 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 restored or takes a long time, the technical staff will inform the team that they must continue with the replacement kart.

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 restored or takes a long time, the technical staff will inform the team that they must continue with the replacement kart.

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 restored or takes a long time, the technical staff will inform the team that they must continue with the replacement kart.

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..**

Changing tyre pressures

Teams in each category will be allowed to vary tyre pressure, according to a range set by the technical staff. An area will be set up where it will be possible to complete these operations. 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, due to :

- a blockage caused by an accident
- adverse weather conditions
- other factors which make it dangerous to continue

the Race Director will order a red flag to be displayed at the Finish 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 finished. All pits and the total pit time will be equated directly from the timing system, according to the following procedure :

- The total time of each team will be implemented until the minimum total time, indicated in the regulations under point 12, is reached.
- The added time will be converted into laps based on the average time of the last 10 passages of each team, before the red flag stops.
- Any seconds in excess of the conversion will be entered directly into the timing system as a penalty,

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 the kart is deemed to be running and performing, with objective time references, the team will receive a 2 lap penalty.

15.27 Failure to comply with the maximum driving time will result in a penalty of 10 seconds for every minute in excess (rounded upwards) of the maximum time allowed.

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.

19. EVENT RANKING

Each event will see final rankings for each category.

20. AWARDS

Awards will be given to the top three ranked teams in each category, the author of the overall pole position and the author of the overall fastest lap. The driver or team that does not show up for the ceremony is not entitled to collect the award later. Each driver is obliged to show up in his or her own technical clothing.

21. 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.

22. 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.

23. 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.

24. 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