

REGULATIONS

THE WINTER CUP 24/11/2024



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-MAX** karts with Rotax 125 c.c. 2-stroke engines for the Junior and SK1 categories will be used for the event.

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REGULATION TABLE (Quick info)

ADMITTED DRIVERS	MINIMUM AGE 12 YEARS
DOCUMENTS	CERTIFICATO MEDICO E LICENZA LKR
KART	TB KART R-MAX ROTAX 2 STROKE 125 c.c.
POWER	23 HP
CATEGORIES	JUNIOR -SK1
QUALIFYING	5+5 MINUTES
QUALIFYING HEATS	2 HEATS (10 LAPS FOR EACH HEAT)
FINALS	15 LAPS (FINAL FOR EACH GROUP)
KART DRAW	RANDOM

PENALTY TABLE (Quick info) - see detail pt 13

EARLY START	10 SECONDS
NON-ALIGNMENT	3 SECONDS
NON-RESPECT OF DISTANCE IN STARTING PROCEDURE	5 SECONDS
UNDER WEIGHT	LAST POSITION IN GRID
DANGEROUS DRIVING	30 SECONDS (JUDGMENT OF THE RD)
CUTTING OF TRACK	DISQUALIFICATION (JUDGMENT OF THE RD)
WRONG WAY	DISQUALIFICATION FROM EVENT
NOT WEIGHTING	DISQUALIFICATION FROM SESSION
DANGEROUS PIT ENTRY	10 SECONDS
RACE CONTACTS	JUDGMENT OF THE RD
NON-COMPLIANCE WITH STARTING PROCEDURES	PENALTY (SEE PT 13)

1. REGISTRATION

Registration for the event must be received via the form at the following link : :
[INSCRIPTION THE WINTER CUP](#)

Category : **JUNIOR**

The price for each individual event is **249,00 € vat included**

Category : **SK1**

SENIOR - MASTER - EXPERT- GENTLEMAN

The price for each individual event is **249,00 € vat included**

Maximum safety, fair play and sportsmanship are required of all participants taking part in each event. By signing the Disclaimer and the 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 host kart track of the event. This sanction may go as far as definitive exclusion from the event or championship.

2. TIME TABLE

Activities are scheduled to start at 08:00 and end at 19:00.

(the final programme will be published later in a dedicated document)

3. KART

The karts are provided by the event organisers. The model is the TBKART R-MAX with 23 hp Rotax 125 2-stroke engine. Each kart will be calibrated for the event using exactly the same settings. No stickers are allowed on the karts. It is strictly forbidden to apply any kind of modification and visual marking to the karts, under penalty of exclusion from the event.

4. DRIVERS ADMITTED

All riders 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. CATEGORIES

- **JUNIOR** (12 years - 16 years*)
- **SK1** (16 years of age*)

Category **SK1**, as the highest expression of the Sprint R-Max Championship format, will be divided into subcategories by age group

SENIOR (16 years* - 25 years)

MASTER (26 years - 35 years)

EXPERT (36 years - 45 years)

GENTLEMAN (+ 46 years)

WOMAN (reserved for women)

* A driver who is 16 years of age or older may decide whether to participate in the Junior or SK1 category (e.g.: a rider who is 16 years and two months old at the time of registration for the race may decide whether to participate in the Junior or SK1 category)

6. WEIGHTS AND BALLASTS

Category Junior : **minimum 70 kg**

Category SK1 : **minimum 85 kg**

Drivers will be checked every time they enter the pit lane and at the end of each session. The limit available for karts is 30 kg. All drivers will be weighed at the administration office.

For safety reasons, the minimum weight taken into account will be 40 kg (JUNIOR) and 55 kg (SK1). Pilots weighing less than this value, including their equipment, will have to inform the organisers, who will provide extra ballast. The use of personal ballast is not permitted, the only ballast allowed are those officially provided by the organisation.

The ballasts available are:

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

7. BRIEFING AND KART DRAW

The briefing will be online and is compulsory for all drivers. A driver absent from the briefing will be penalised with 5 positions on the pre-final starting grid. Kart draw: the karts will be drawn, for each session, according to the modalities which will be described in the briefing. The karts will be allocated randomly in each driving session (qualifying, heat, and final) in order to guarantee all drivers equal opportunities in the competition. If a kart has any performance deficiencies, the technical staff will intervene in order to ensure the fairness of the karts' performance.

8. FORMAT (SK1 e JUNIOR)

- *Optional free practice*

Optional 10-minute free practice sessions will be made available on race day.

- *Official qualifying : 5+5 minutes*

Each driver will have two 5-minute sessions to achieve the best time. At the end of the two sessions, the best time set in one of the two sessions will be taken as the official qualifying ranking consisting of the best times of all participants.

After qualifying, groups will be ordered for the qualifying heats.

During the session, any driver who has crossed the line drawn at the exit of the pre-grid will be considered to have started, and his lap time will be taken into account, whatever the circumstances. Any lap completely covered will be counted. The time taken is that of the best lap completed during the two sessions. Any ties will be decided by the 2nd best time obtained by each driver, and so on in the event of a further tie.

The procedure involves :

Each participant will be assigned a kart according to a random draw.

Once on the track, the first 5-minute qualifying session will begin. Once the first session is over, each driver is obliged to respect the red flag and follow the directives given by the track staff and stop inside the circuit. As soon as all participants have reached the point indicated by the staff and stopped their kart, the new kart assignment for the second 5-minute session will take place. The new allocation will follow the following structure: **table number of the first session + 1.**

For example, if in the first session a driver was assigned kart number 5, in the second session he will be assigned kart number 6.

As soon as all drivers are positioned on the karts the green flag will be given and the second 5-minute qualifying session will officially start.

The grid for Heat 1 will be drawn up as follows:

- If there is only one series (Junior) : the grid will be drawn up according to the order of the best time achieved by each driver in one of the two sessions.
- If there are two series: 1st place to the best time of the 1st series (overall best time), 2nd place to the best time of the 2nd series, 3rd place to the 2nd best time of the 1st series, 4th place to the 2nd best time of the 2nd series, 5th place to the 3rd best time of the 1st series, and so on.
- If there are three series: 1st place to the best time in the 1st series (best overall time), 2nd place to the best time in the 2nd series, 3rd place to the best time in the 3rd series, 4th place to the 2nd best time in the 1st series, 5th place to the 2nd best time in the 2nd series, and so on.
- And so on according to the same principle if there are further series. If a driver's time is not taken into account, he will start from the back of the grid. If several drivers are in this situation, their starting position will be decided by drawing lots.

If a driver stops in the 'Repair Area' or the 'Finish Park', this stop will be final. It will not be possible to restart.

Points will be awarded to the overall qualifying classification: 10 points to the first fastest time and author of pole position, 9 points to the second classified, 8 points to the third classified and so on up to the 10th classified.

POSITION	PUNTI
1	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1

- Heat : 10 laps

Each driver has 2 qualifying heats called Heats.

Each Qualifying Heat involves the allocation of the kart by drawing lots.

At each Heat, the drivers receive points valid for the provisional ranking of the day.

At the end of all heats there will be a partial general classification which will determine access to the finals.

The author of the fastest lap in each heat will receive 3 extra points.

HEAT 1

The composition of the first Heat and the starting grids will be drawn up on the basis of the absolute result of the two qualifying sessions (as described in the 'official qualifying' section)

Example:

Qualifying:

Marco Rossi : 1st absolute qualifying time - GROUP A

Giuseppe Verdi : 2nd absolute qualifying time ASSIGNED GROUP B

Marco Bianchi : 3rd absolute qualifying time GROUP A

Luca Neri : 4th absolute qualifying time ASSIGNED GROUP B

Starting grid HEAT 1 A:

Marco Rossi: 1st grid position

Marco Bianchi: 2nd grid position

Starting grid HEAT 1 B:

Giuseppe Verdi: 1st grid position

Luca Neri: 2nd on the grid

HEAT 2

HEAT 2 involves the total reversal of the ranking of HEAT 1 as the starting grid.

Example:

Ranking HEAT 1:

Marco Rossi : 1st classified HEAT 1

Giuseppe Verdi : 2nd place HEAT 1

Marco Bianchi : 3rd place HEAT 1

Starting grid HEAT 2:

Marco Bianchi: 1st place on the grid for HEAT 2

Giuseppe Verdi: 2nd on the grid for HEAT 2

Marco Rossi : 3rd grid position for HEAT 2

NB the group assigned after the qualifying session remains the same for both heats.

TABELLA PUNTI HEAT 1

POSITION	POINT	POSITION	POINT
1	50	11	13
2	45	12	11
3	40	13	9
4	35	14	7
5	30	15	6
6	27	16	5
7	24	17	4
8	21	18	3
9	18	19	2
10	15	20	1

FAST LAP IN EACH HEAT	3 PT
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TABELLA PUNTI HEAT 2

POSITION	POINT	POSITION	POINT
1	30	11	10
2	27	12	9
3	24	13	8
4	22	14	7
5	20	15	6
6	18	16	5
7	16	17	4
8	14	18	3
9	12	19	2
10	11	20	1

FAST LAP IN EACH HEAT	3 PT
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• **Finals : 15 laps**

Each driver will compete in a 15-lap final.

The entry mode (and grid) of the finals will be the result of the sum of the points obtained by each driver during the event. In the event of an equal number of points, the best qualifying time will be taken. For example, on a base of 80 drivers, from 1st to 20th in the provisional ranking will participate in the A final, from 21st to 40th will participate in the B final, etc.) Each final will be scored.

9. STARTING GRID

The pre-grid will take place in the Parc Fermé area. Each driver (of the start group) 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.

10. STARTING PROCEDURE

The starts of all races will be **rolling starts**.

The organiser, following a decision of the Stewards of the Meeting, has the right to change the starting procedure from "Start thrown" to "Start from a standing start" or "Start thrown on a Line" with "Slow" signs.

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

The start procedure starts as soon as the Clerk of the Course or his Deputy, or designated Starting Official, indicates with the green flag that the karts can take the start and leave the Parc Fermé (understood as entry to the track). 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 formation 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 before being 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 case 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 blocked as a result of an error by another driver, the Race Director may either interrupt the formation lap and restart the Starting Procedure on the basis of the original grid, or allow the blocked driver to recover his position.

Each circuit will have, on the starting straight, two 2 metre 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 Clerk of the Course will give the start signal as soon as he considers the formation satisfactory. (by switching off the traffic lights or by a 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 means of the 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 allowed as soon as the race director makes the start official (i.e. lowering the flag or turning off the lights).

An early start is considered to have occurred when a driver leaves 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 this manoeuvre and impose any penalties.

Each driver, once he has entered the channels and in the start phase, is obliged to respect the minimum distance from the kart in front of him: minimum distance means the contact between his front bumper and the rear bumper of the

preceding kart. Any attempt to take distance or not to respect the minimum distance will be subject to a penalty.

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

During the starting procedures and the formation lap, it is strictly forbidden to use techniques to improve the kart's performance such as :

- manipulate the petrol hose
- use the gas/brake technique

Any driver caught using certain or additional techniques judged to be such will receive a 10-second penalty.

11. NEUTRALISATION OF A RACE OR SESSION (SLOW REGIME)

The Clerk of the Course may decide to neutralise a race at any time based on his decision.

When the order to neutralise the qualifying heat or the race is given, all control posts will display waved yellow flags and/or double yellow flashing lights and the "SLOW" panel (yellow banner with the word "SLOW" in black), which must be maintained until the end of neutralisation. Orange flashing lights will be lit on the Line.

All karts in the race must then line up behind the kart in first position, and overtaking is strictly forbidden. Overtaking will only be allowed if a kart slows down due to a serious problem.

During the neutralisation laps, the leading kart will dictate the pace, at moderate speed, and all other karts must remain in as tight a formation as possible.

Karts may enter the repair area during the neutralisation, but may only re-enter the track if authorised to do so by a marshal. A kart re-entering the track must proceed at moderate speed until it reaches the end of the row behind the leading kart. Overtaking is strictly forbidden.

When the Race Director decides to end the neutralisation, he will switch off the flashing orange lights, this will be the signal to the drivers that the race will resume at the next crossing of the Line. On the last neutralisation lap, the "SLOW" boards will be maintained and the yellow flags will be immobile.

At that time the leading kart will continue to keep pace, at moderate speed. The Race Director, or his deputy, will signal the resumption of the race by means of a

green flag waved at the Line. Overtaking will remain forbidden until the karts have crossed the Line at the end of the neutralisation of the qualifying heat or the race. In the vicinity of the Line, where a green flag will be waved by the Race Director, drivers will only be allowed to accelerate after having crossed the yellow line preceding the Line. The yellow flags and "SLOW" boards at the control posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.

Each lap completed during the neutralisation will be counted as one race lap.

If the race ends during the neutralisation, the chequered flag will still be presented to the karts, as usual. Overtaking will only be allowed if a kart slows down due to a serious problem.

12. 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 equipped with such flags. The decision to suspend practice and/or the race can only be taken by the Race Director.

If the signal is given to suspend track activity:

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 respect the original programme.

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 emergency vehicles may be on the track,

the circuit may be totally blocked due to an accident,

weather conditions may have made it impossible to drive at high speed on the circuit.

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 nearest lap) of the scheduled duration has been completed, the race can be considered as finished.

13. PENALTY

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

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

13.3 Any form of unsportsmanlike gesture will be severely punished with the removal of the person involved.

13.4 Any disrespectful and/or provocative attitude or behaviour towards the organisers will be punished by expulsion of the person and/or disqualification from the event.

13.5 Penalties concern both race contacts and irregularities in race procedures. The penalty will be entered directly in the timing system, i.e. in the final classification.

13.6 Irresponsible driving: It is strictly forbidden to get up from the kart's seat during your driving turn: 30 seconds penalty.

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

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

13.9 In case of violation of the minimum weight, the driver will be penalised with the last place in the ranking.

13.10 If the violation of the minimum weight is committed in the qualifying session, the penalty will be the assignment of the last time in the ranking.

13.11 If a driver leaves the designated area without having carried out the weigh-in procedure, the driver will be disqualified.

13.12 In case of return to the pits with inadequate speed and in case of violent collision with the protections present at the pit entrance, the driver will receive a penalty of 10 seconds.

13.13 In case of non-compliance with the SLOW procedures, the driver will be disqualified.

13.14 The driver not present at the pre-grid call will start from the back of the grid.

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

13.16 The driver who leaves the channels before the official start will receive a 10-second penalty for early start.

13.17 For unfair contacts during the race, not too serious, the black/white flag will be used at the discretion of the race director. At the 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.

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

13.19 A driver who realises that he has gained a position irregularly has the option of returning the position on the current lap without incurring a penalty. This manoeuvre is permitted only if the driver who has been overtaken has not lost further positions after the contact.

13.20 The driver in front has the right of way. Two paired drivers both have the favour of the trajectory.

13.21 The driver who pushes another driver when braking or cornering to widen the trajectory of the driver in front will receive a 5-second penalty.

13.22 The driver who overtakes by hitting the opponent in the rear part of the kart, makes an irregular overtaking.

13.23 If, during an overtaking manoeuvre, the driver overtaking at the exit of a bend should find himself alongside the driver being overtaken and should 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 Race Director. In the situation described a penalty for 'bad overtaking manoeuvre' may be applied.

13.24 If a driver, having finished overtaking on corner exit, is on the inside and voluntarily forces the driver on the outside off the track, the driver on the inside commits an irregular manoeuvre.

13.25 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.

13.26 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.

13.27 Any driver who is caught using certain techniques to improve the kart's performance such as: manipulating the petrol pipe, using the gas/brake technique or any other technique judged to be such, will receive a 10-second penalty.

14. RECLAMI

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 to the panel of judges exclusively from the video cameras provided by the organisation (see pt. 20).

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.

- Indicate the camera number, the race numbers of the drivers involved, the heat, lap and corner of the reason for the complaint.
- 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.

Any complaint that does not comply with the procedures described will not be upheld.

15. 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.

16. RACE DIRECTION AND SAFETY COMMISSION

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.

17. EVENT RANKING

The event will see a ranking, for access to the finals, composed as follows: sum of the scores obtained from heats, fastest laps and pole positions. The winner of the event is the one who crosses the finish line in first position in Final A (net of penalties).

18. AWARDS

At the end of the event, the prize-giving ceremony will take place. Prizes will be awarded to the top three finishers in the JUNIOR and SK1 finals and the best finishers in their respective categories. A driver who does not present himself at the ceremony is not entitled to collect his prize afterwards. Each driver is obliged to present himself/herself in his/her technical clothing.

19. PUBLICATION PHOTO AND VIDEO

During all events, 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.

20. VIDEO CONTROL

Each kart will be equipped with a video camera, provided by the organisers, which will film the race phases. Each video camera will be placed in the spot chosen by the organisers and will be the same for all karts. Each video camera will be provided with an identification number which will be used by the driver when claiming. (see pt 14 of the RPG). It will not be possible to touch and/or modify the camera by the driver, under penalty of disqualification from the session.

The video control system is a necessary implementation in order to make the course of the race as fair and linear as possible.

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

THESE REGULATIONS ARE ACCEPTED AS SOON AS PARTICIPATION IS REGISTERED VIA THE SPECIFIC FORM ON www.irkpromotion.com.