

REGULATIONS

ROUND 6



IRK Promotion, organises the championship called R-ONE Championship. The championship is structured with the full rent 'Arrive & Drive' formula with a dedicated fleet of karts provided by the organisation. Any participant equipped with the necessary documentation and equipment will be able to take part.

These regulations are approved by the organiser, are valid until the holding of the competition and may be amended and improved through new versions, listed in the following table.

VERSION	APPROVED
1.0	29/09/2025

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RULES TABLE (quick info)

ADMITTED DRIVERS	MINIMUM AGE 14 YEARS OLD
DOCUMENTS	MEDICAL CERTIFICATE AND LKR LICENCE
KART	TB KART R-ONE SPORT HP 390 C.C.
POWER	18 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
MINIMUM PIT NUMBER (10H)	NO
PIT TIME WINDOW	FROM 60 TO 210 SECONDS
TOTAL PIT TIME (10H)	38 MINUTES (2280 SECONDS)
REFUEL	FREE
MIN. TRACK TIME	5 MINUTES
MAX TRACK TIME	NO
MIN. DRIVING TIME	1 TRACK ENTRY
MAX. DRIVING TIME	BASED ON CATEGORY (see pt. 14)
PUSH A PARTNER	FORBIDDEN
CHANGE OPTION	YES
REPAIRS	YES - INCLUDED IN THE PIT TIME
DRIDER BRACELETS	YES

PENALTY TABLE (quick info) - see pt 17

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	DISQUALIFICATION
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 MAX DRIVING TIME	10 SECONDS FOR EVERY EXCESS MINUTE
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 made through the registration form on the website : www.irkpromotion.com

The price for participation in the R-ONE Championship round 3 event is: **1200,00 € vat included**

The price for the optional 1-hour free practice scheduled on the morning of the race day is **€120.00 including VAT**.

During the optional 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 towards the organisation. (This may also be a driver and a team manager)

Team Manager: a person responsible for the team towards the race direction. (It can also be a driver and a team principal)

Drivers: a number defined during registration for the event. (Can also be a team principal or a team manager). Obligatory at least one entry on the track for drivers participating in each round.

The organiser reserves the right to refuse the entry of a driver/participant at its sole discretion and/or on the occurrence of the conditions set out in point 2 below.

2. ETHICAL CONDUCT

Maximum safety, fair play and sportsmanship are required of all participants taking part in each event. By signing the Declaration of Liability and the Code of Good Conduct at the administrative check-in, all participants accept :

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

Failure to comply with these minimum rules may lead the organiser and/or the host circuit to penalise the participant up to and including definitive exclusion

from the event or championship.

Each driver is obliged to behave in accordance with the rules and good citizenship.

Each driver and their companions are responsible for their own actions.

Anyone may be expelled if they do not comply with the rules set out above. The organiser may also apply sanctions for any behaviour that damages the image of the championship and the companies involved.

Should one or more of the above situations occur, the participant will not be entitled to any financial compensation.

3. TIME TABLE

the programme is :

- 07:30 Reception office open (60 minutes)
- 07:50 Karting draw (10 minutes)
- 08.00 Briefing (20 minutes)
- 08:30 Unofficial free practice (60 minutes)
- 09:45 Qualifying (10 minutes)
- 10:15 Start round (10 hours)
- 20:15 Finish
- 20:30 Awards

4. 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.

5. REQUIREMENTS AND DOCUMENTATION

All riders aged **14 years** and over and in possession of a **basic sports medical certificate or higher** and an **LKR Asi-Aci licence** are permitted.

In order to participate, each rider must be equipped with: full-face helmet, overalls (even with expired homologation), gloves, rider's shoes and rib protectors (recommended).

Each participating team, for each event, must fill in the participation form available at the appropriate link on the website

www.irkpromotion.com.

This form must be completed no later than the Friday prior to the competition.

Each team manager must be in possession of and provide the following documents to the secretariat:

- Names of participating drivers (through participation form)
- Copy of valid licence of each participating driver
- Copy of valid medical certificate of each participating driver
- Liability waiver signed by each participating driver

The documents can be sent the days before the race to the following mail :
segreteria@irkpromotion.com

To simplify operations on race day, each participating driver must fill in the participation form at the following link :

[Discharge of liability](#)

This form will be valid as a release of liability, which is compulsory in order to participate in the event, and each driver may upload his or her own documents.

6. DRIVERS' RATINGS AND TEAM CATEGORIES

In order to ensure greater fairness for all participating teams, each event will see the participating teams divided into three categories: EK1, EK2 and EK3. The criterion for assigning the categories is based on driver rating, i.e. a classification of drivers to determine their rating. This assignment is confirmed and validated by a commission and is based on objective parameters and values derived from chronometric readings during events.

The driver rating is divided into 4 levels:

DRIVER

- PLATINUM
- GOLD
- SILVER
- BRONZE

TEAM

- EK1 : dedicated preferentially to the best drivers and teams in Rental Karting. This category has no allocation limits; teams composed of PLATINUM, GOLD, SILVER and BRONZE drivers can take part in it without any limitation.
- EK2 : teams composed of a maximum of 75% GOLD drivers and no PLATINUM drivers. BRONZE AND SILVER drivers can be part of it freely.
- EK3 : teams composed with a maximum of 75% SILVER drivers and no GOLD drivers. BRONZE drivers can be part of it freely.

The committee reserves the right to evaluate the category of each individual driver at any time after at least 50% of a single round has taken place.

The category of each individual team is assigned according to pre-established criteria.

'Rookie' teams (teams at their first participation) have the right to enter a single round and/or championship in any category, the actual and official category will then be assigned by the committee at any time after at least 50% of a single round has taken place.

When a category is assigned to a team by the committee, the category remains assigned for the rest of the championship and cannot be changed.

In the following case a penalty may be applied to the team:

At the moment a category is assigned on the basis of the drivers rating that make up the team, teams may not vary the composition of their team by a maximum of 50% of the drivers that make up their team during the course of the rounds following the assignment of their category.

Example 1:

Round 1 is assigned category EK2 with a composition of 4 pilots (2 gold pilots and 2 silver pilots) in the next round there are always 4 pilots with 2 variations that at the assignment of pilots rating result to be 4 Gold pilots, the team will be penalized with a reduction of 50% of the points obtained at the end of the round.

Example 2:

Round 1 is assigned category EK2 with a composition of 4 drivers (2 gold and 2 silver drivers) in the next round always 4 drivers participate with 1 variation which at driver rating assignment results in 3 Gold and 1 Silver driver. This variation is not subject to penalty.

7. 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 30kg. 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 considered dangerous by the organisers are not permitted.

The weights available are:

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

In case of violation of the minimum weight, the team will be penalised as described in point 17 (Penalties).

8. CHECK IN PROCEDURE

Each team manager is obliged to report to the secretariat before the official start for acceptance and delivery of the necessary documents, see point 5

Any driver or team not in order with the necessary documents will not be allowed to take part in the race. If a driver deliberately decides to enter the track and take part without having handed in and complied with the procedure, he will be responsible for his actions and the team will incur a penalty.

As soon as acceptance at the secretary's office has been completed, each team manager is obliged to go to the timing booth to collect the transponder and driver wristband chips.

For the collection a document will be required which will be handed back at the end of the race and when the transponder and chips are returned.

Each team will be responsible for installing the transponder in the slot provided on their number plate.

Loss and non-return of the transponder has a cost of € 250.00 plus VAT.

Loss and non-return of a chip has a cost of € 100.00 plus VAT.

9. BRIEFING E KARTING DRAW

The briefing will be in presence and is mandatory for all team managers (penalty: relegation of 5 grid positions).

The briefing will last approximately 20 minutes, during which time the kart draw will take place and the procedures for the event will be analysed.

Kart draw: the karts will be drawn manually.

The chassis number will be drawn, visible by a label placed at the rear of the kart, under the exhaust end. Each team must then install its own number plate on the drawn kart.

10. UNOFFICIAL FREE PRACTICE: 60 minutes

On the morning of the race, optional unofficial free practice sessions, as described in point 3, 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 kart that has been designated by drawing lots during the briefing.

During free practice it will be possible to :

- change tyre pressures
- change driver, without having to respect the minimum pit time, but respecting a moderate pace to ensure total safety during all phases of driver change.
- the refuelling lane will be open (described in point 14 'Refuelling')
- the change option lane will be open, in order to request the kart change, respecting the procedure described in point 14 'Change Option'.

At the end of free practice all drivers will be obliged to return to the pit lane. Driver change will be possible.

11. 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.

At the end of the qualifying session, drivers will be obliged to stop on the circuit, under red flag, following the procedure described in point 12.

12. STARTING GRID

The starting order will be determined by the result of the qualifying, basing the starting grid on the best time obtained. 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. At the end of qualifying, all drivers in the session will be obliged to stop, under a red flag, at the point indicated by the Race Director during the briefing. Once all drivers have reached the stop point, it will be the responsibility of the track staff to position the drivers in order to start. The driver will be indicated and called by the staff to position himself at the respective pit stop. Once the procedure is finished the staff will give the start for the reconnaissance lap and the start procedure will begin.

Driver change between qualifying and start is not possible.

13. 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.

14. 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
10H	38 MINUTES (2280 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.

Any non-respect of the min or max time in pit lane, not authorised by the organising and/or technical staff, will be considered penalty (see pt 17.20 and 17.21). In the case in which a team has been authorised by the organising and/or technical staff to exceed the maximum time spent in the pit lane, the team will be obliged to return immediately to the track as soon as all authorised operations have been completed. The time spent in the pit lane and not authorised, will not be counted in the total pit time and will result as lost race time.

Min and max track time

Minimum time on track: 5 minutes

The time is counted from the pit out antenna (i.e. the driver's entry onto the track) to the pit in antenna (i.e. the driver's entry into the pits).

There is no maximum time spent on the track.

Min and max driving time

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

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

EK2 : each driver must make at least one entry on the track. The GOLD driver(s) may drive a maximum of 75% 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) can drive maximum 75% 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	75% PILOTI GOLD
EK3	1 TRACK ENTRY	75% 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 and unofficial free practice 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 non-official free practice :

after 10 minutes of the start of the non-official free practice, until 10 minutes before the end of the non-official free practice.

During the race

after 10 minutes of the start of the race, until 10 minutes before the end of the race

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 17)

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 17)

Change Option

The Change Option procedure allows individual teams to change their kart during the course of the race. It is possible to request a Change Option during the entire duration of the optional free practice. **The Change Option procedure can be requested in a time window structured as follows:**

During optional free practice: 10 minutes after the start of optional free practice, up to 10 minutes before the end of optional free practice.

During the race phases : 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 during the race phases :

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

opening of Change Option procedure 0:00:10 hours from the start of the race
closing of 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 via the appropriate form : [**CLICK HERE**](#) 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 Change Option procedure area.
- 4.**The karts are located in a well-defined area and will always be positioned in a single row.
- 5.**Once the driver has returned, he/she will refuel first, after which he/she will position his/her 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 committing the action and those subjected to it. **Pushing is**

defined as continuous, prolonged and intentional contact between two or more karts that can lead to an 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 these operations can be completed. Pressure changes are permitted throughout the entire race. Inflation and/or deflation will be the responsibility of each team, which will have to carry out its own checks with its own instruments. **Tank compressors are not permitted.**

15. 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.

16. 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 making 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 stop in the position indicated by the Race Director, 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 stop in the position indicated by the race director.

- the ranking of the race will correspond to the ranking at the end of the lap preceding the one 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 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.

17. 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.

17.1 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.

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

17.3 Any form of unsportsmanlike gesture will be severely punished by the removal of the person involved.

17.4 Any disrespectful and/or provocative attitude or behaviour towards the organisers, the staff or the race direction will be punished by the removal of the person and/or disqualification

17.5 If the penalty is not served during the race, the penalty will be applied to the final classification.

17.6 If the penalty cannot be served and reaches such a minute that it is greater than the lap time, this penalty will be applied to the final classification and converted into laps, taking the best lap time as a parameter and rounded up.

17.7 Dangerous driving: It is strictly forbidden to get up from the kart seat during one's driving stint: 30 seconds penalty.

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

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

17.10 In case of violation of the minimum weight, the driver will be penalised with:

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

and more

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

17.12 If the minimum weight violation is made in the weigh-in procedure at the end of the race, the penalty will be awarded in the final classification.

17.13 In case a driver leaves the designated area without having carried out the weigh-in procedure, the team will be penalized with 2 laps penalty.

17.14 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.

17.15 In case of non-compliance with the SAFETY KART procedures, the driver will be penalized at the discretion of the Race Director.

17.16. Any team not present at the pre-grid call will start from the back of the grid.

17.17 A driver who is not aligned in the channels during the start will receive a 3-second penalty.

17.18 The driver leaving the channels before the official start will receive a 10-second penalty for early start.

17.19 Re-entering with closed pit lane will receive a 30-second penalty.

17.20 Failure to respect the minimum pit time will result in a penalty of 10 seconds plus the time missing to reach 60 seconds

17.21 Failure to respect the maximum pit time will result in a 10-second time penalty plus the time exceeding 210 seconds.

17.22 Non-respect of the total pit time (including penalties) will result in a 30-second time penalty plus the time needed to reach the minimum total.

17.23 Failure to change driver will result in a 2 lap penalty.

17.24 Failure to respect the minimum driving time will result in a 5 laps penalty.

17.25 Failure to respect the maximum driving time will result in a penalty of 10 seconds for every minute exceeding (rounded up) the maximum time allowed.

17.26 Failure to respect the minimum stay on the track will result in a 30-second penalty.

17.27 For unfair contacts during the race, not excessively serious, the black/white flag will be used at the discretion of the race director. At the 2nd flag, automatic penalty of 10 seconds. For serious contacts the penalty inflicted 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.

17.28 A driver may not change direction several times to defend his position. The 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.

17.29 A driver who realises 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 any further positions after the contact.

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

17.31 A driver who pushes another driver when braking or cornering in order to widen the trajectory of the driver in front will receive a 5-second penalty. It is up to the Race Direction to evaluate the damage done and to increase the penalty.

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

17.33 The team that will block the pit exit operations will receive a penalty of 30 seconds.

17.34 Any attempt to change lane (refuelling - driver change) and which causes obstruction during pit procedures, will be sanctioned with a 10-second penalty.

17.35 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.

17.36 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.

17.37 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.

17.38 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.

18. 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.

19. RACE DIRECTOR 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.

20. EVENT RANKING

Each event will see a separate ranking for each category.

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

Example (of a 24-hour race): If the team leader crosses 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 leading team cross the finish line at 24.00.01, it 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.

Teams that are not entered in the championship will take points for the single round but will not compete for the eventual award of prizes and final prize money. They will however be entitled to participate in the ranking and prize-giving of the event.

21. AWARDS

An awards ceremony will be held at the end of each event. Prizes will be awarded in order :

- Author Absolute Pole Position
- Author Absolute fastest lap
- 1st - 2nd - 3rd classified in category EK3
- 1st - 2nd - 3rd place of the EK2 category
- 1st - 2nd - 3rd classified of the category EK1
- Team of the day

Each team and driver is obliged to present themselves at the prize-giving ceremony of the event. A team that does not present itself at the ceremony is not entitled to collect the prize afterwards.

Out of respect for the organisation, and for all participants, it is absolutely forbidden to disregard the prize-giving procedure. Unauthorised actions may lead to exclusion from the championship. Each driver is obliged to present himself/herself in his/her technical clothing.

Team of the day

the team of the day award is reserved for the team that receives the most votes in the public poll on the link that will be shared in our communication channels.

All participating teams will be selected and entered into the poll. Voting will be opened after the halfway point of the competition and closed at the actual end of the competition. The team receiving the most votes will win the team of the day award. In the event of a tie, a run-off will take place.

22. FILMING AND PUBLICATION OF PHOTOS AND VIDEOS

During all events, including the final award ceremony, video footage, photos and live streaming will be taken. Each individual participant, by accepting the regulations, gives his or her consent to the promotional use of the material produced, by IRK Promotion.

23. ON-BOARD FILMING

You are allowed to use the video footage in your possession and exclusively produced by the on board video camera, when claiming (see pt. 18 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.

24. 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.

25. BRAND AND LOGO DISPLAY

All brands and logos that do not comply with our activity or are displayed without the organisation's authorisation are strictly prohibited. The organisation reserves the right to remove, obscure and/or prohibit the promotion and display of non-compliant trademarks or logos.

26. CUSTOMISATION OF NUMBER PLATES

Each team has the option of purchasing a number plate with customised graphics from the organisation.

The price of the number plate including graphics is € 150.00 + VAT.

A sticker reprint without the supply of a number plate has a price of € 60.00 + VAT.

The supply does not include the graphic studio, each team can request the following from email racing@irkpromotion.com print layout file for customisation development.

The approval of the graphic layout always remains at the organiser's discretion, also with reference to point 25 of these regulations.

At the end of each round each team must collect its number plate and is responsible for returning it to the organiser for the next round.

It is not permitted to personalise the karts with accessories not authorised by the organiser, e.g.: LEDs, lights, adhesive strips, supports and miscellaneous.

***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