

REGULATIONS



IRK Promotion, organises the championship called R-MAX 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	01/01/2026

Index

RULES TABLE (quick info)	3
PENALTY TABLE (quick info) - see pt 14	3
1. REGISTRATION	4
2. ETHICAL CONDUCT	4
3. PROGRAMME	4
4. KART	4
5. REQUIREMENTS AND DOCUMENTATION	5
6. CATEGORIES	5
7. WEIGHTS AND BALLASTS	6
8. BRIEFING AND KART DRAW	6
9. FORMAT	7
10. STARTING GRID	8
11. STARTING PROCEDURE	9
12. NEUTRALISATION OF A RACE OR SESSION (SLOW REGIME)	11
13. SUSPENSION OF A RACE OR SESSION	12
14. PENALTIES	13
15. COMPLAINTS	15
16. RACE DIRECTION AND SAFETY COMMISSION	16
17. TABLE POINT	16
18. EVENT RANKING	18
19. AWARDS	18
20. PUBLICATION PHOTO AND VIDEO	19
21. VIDEO CONTROL	19
22. BRAND AND LOGO DISPLAY	19
23. DAMAGE COVERAGE	19

RULES TABLE (quick info)

DRIVERS ADMITTED	MINIMUM AGE 12 YEARS OLD*
DOCUMENTS	MEDICAL CERTIFICATE AND LKR LICENSE
KART	TB KART R-MAX ROTAX 2 STROKE 125 c.c.
POWER	23 HP
CATEGORIES	JUNIOR -SK1
QUALIFYING	1 SESSION (5 MINUTES)
HEATS	2 HEATS (10 KM EACH ONE) IN CASE OF WET RACE (8 MINUTES + 1 LAP)
REPECHAGE	10 KM EACH ONE IN CASE OF WET RACE (8 MINUTES + 1 LAP)
FINAL	16 KM IN CASE OF WET RACE (12 MINUTES + 1 LAP)
KART DRAW	RANDOM

PENALTY TABLE (quick info) - see pt 14

JUMPSTART	10 SECONDS
NON-ALIGNMENT IN THE START	3 SECONDS
NON-RESPECT OF DISTANCE IN STARTING PROCEDURE	3 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 14)

1. REGISTRATION

Registration for the event must be made through the registration form on the website : www.irkpromotion.com

Category : **SKJ**

The price for each event is **349,00 € vat included**

Categorie : **SK1**

YOUNG - SENIOR - MASTER - EXPERT

The price for each event is **349,00 € vat included**

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. PROGRAMME

Activities are scheduled to start at 08:00 and end at 19:00.
(the final programme will be published later)

4. 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 on the karts, under penalty of exclusion from the event.

5. REQUIREMENTS AND DOCUMENTATION

All riders aged 12 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 driver, for each event, must fill in the participation form at the appropriate link on the website www.irkpromotion.com.

This form must be completed no later than the Friday before the race.

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

- Copy of valid licence
- Copy of valid medical certificate
- Signed liability waiver

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

Each participant who has purchased a championship package must confirm their participation in each round using the appropriate form within 7 days of the round taking place.

<https://www.mom-system.com/race/tbkart1772205666/>

If the form is not completed within the specified time frame, the unconfirmed place will be assigned to one of the participants on the waiting list.

6. CATEGORIES

Each participant will race in his or her own category. The SKJ category will have only one heat and will race separately. The SK1 category will see the participation of all riders aged 15 years and over and will be divided into several heats.

SKJ

- **JUNIOR** (12 years old* - 14 years old*)
- **ROOKIE** (12 years old* - 14 years old*) dedicated to those who are experiencing an R-Max race for the first time.

SK1

- **YOUNG** (15 years old** - 17 years old)
- **SENIOR** (18 years old* - 29 years old)
- **MASTER** (30 years old - 39 years old)
- **EXPERT** (over 40 years old)

* A driver who will turn one year of age during the 2026 season may register in the higher category or in the category to which he/she belongs (e.g.: a driver who will turn 12 in May may still participate in the March and April events by registering in the Junior category.)

**Any driver who is 15 years of age or older but does not meet the minimum weight in race gear for the SK1 category may participate in the Junior category. (e.g. a 15 years old driver who has a racing weight of 55 kg in racewear may decide to take part in the Junior category).

Each driver entered in the Junior category must comply with a minimum weight of 40.00 kg in racing attire.

Each driver entered in the SK1 category must comply with a minimum weight of 60.00 kg in racing attire.

7. WEIGHTS AND BALLASTS

Category Junior : **minimum 70 kg**

Category SK1 : **minimum 85 kg**

Drivers will be checked each time they re-enter the pit lane and at the end of each session. Each driver, in race gear, in case he/she does not reach the minimum weight imposed by the category he/she belongs to, can add extra ballast to match the minimum weight.

The limit of extra ballast that each kart can carry in its weight compartment is 30 kg. For safety reasons, the minimum weight of each driver in race gear will be 40 kg (JUNIOR) and 60 kg (SK1). Drivers weighing less than this in race gear must inform the organisers.

Extra ballast weights considered dangerous by the organisers are not permitted.

The ballast weights available are:

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

8. BRIEFING AND KART DRAW

The briefing is compulsory for all drivers.

The briefing will follow the structure provided in the race programme :

at the end of each free practice session, drivers of each age category will be summoned by the DDG for the briefing.

Kart draw: the karts will be drawn at random, for each track entry, according to the procedure that will be described in the briefing. The karts will be assigned randomly in each driving session (qualifying, heats, 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.

9. FORMAT

The event is structured :

- Free practice (optional)
- Qualifying
- Heat 1
- Heat 2
- Repechage A (only Sk1)
- Repechage B (only Sk1)
- Final

Free practice

Optional free practice sessions will be held on Sunday morning as part of the day's programme. The price for a 10-minute session is €55.00.

Group allocation

Each driver, with the exception of the SKJ category, which will consist of a single heat, will be assigned to a group A, B, C or D, with which group they will compete in qualifying and heat 1. The assignment criterion is determined by a draw conducted by the timing service.

Official Qualifications (5 minutes)

Each driver will have only one 5-minute session to set their best time in heat 1.

During the session, any driver who crosses the line marked at the exit of the pre-grid will be considered to have started, and their time will be taken into account, whatever the circumstances.

In the event that two or more drivers set the exact same best time, the driver who set their best time earlier in the session will start in the higher position.

If a driver does not take part in the qualifying session, they will be assigned the last position in the session.

If several riders do not take part in the qualifying session, their position will be decided by drawing lots.

- Qualifying Heats 1 and 2: 10 km or 8 minutes + 1 lap in the case of Wet Race

- Qualifying Heats 1 and 2: 10 km or 8 minutes + 1 lap in case of Wet Race Each driver will have two qualifying heats. Each qualifying heat will have a starting grid derived from the qualifying session which has just taken place. The duration of each heat will be a minimum of 10 km in dry conditions, or 8 minutes + 1 lap in case of a wet race declared by the Race Director. Each heat will be scored for the provisional ranking of the day. At the end of all heats there will be an overall ranking of the event which will be used as access to the finals.

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

- Repechage: 10 km or 8 minutes + 1 lap in the event of a wet race

Upon completion of both heats by each group, an overall ranking will be drawn up, which will determine who qualifies for the final and/or the repechage according to the following scheme:

The top 20 drivers in the overall ranking will have direct access to the final. Drivers ranked 21st to 71st will have the opportunity to participate in repechage A or repechage B. In the event of a tie, the best result obtained in one of the two heats will be taken into consideration. If there is still a tie, the second-best result obtained in one of the heats will be taken into consideration, and so on.

The repechage is a 10 km or 8 minute + 1 lap race in the event of a wet race, at the end of which the top 4 finishers in each repechage will advance to the final.

The organisation reserves the right to change the number of drivers who can qualify for the final through the repechage at any time.

- Final: 16 km or 12 minutes + 1 lap in case of Wet Race

The qualifying procedure (and grid) for the final will be based on the total points scored by each driver throughout the event. In the event of a tie, the best qualifying time will be taken into account. For example, based on 60 drivers, the starting grid will be formed in the following order:

- 1st to 20th in the provisional ranking
- 21st to 28th in order of arrival in repechage A and B.

The winner of the event will be the first to cross the finish line (net of penalties).

The driver who sets the fastest lap in the final will receive 5 extra points.

The organisers reserve the right to change the number of drivers participating in the final at any time.

10. STARTING GRID

Qualifying

The starting grid for the qualifying session will take place in the parc fermé. Each driver is required to report to the pre-grid at least 10 minutes before the starting time of the respective session.

Heats 1

The starting order for heat 1 will be determined by the qualifying results, with the starting grid based on the best times achieved. At the end of their group's qualifying session, all drivers in the qualifying session will be required to stop, under red flag conditions, at the point indicated by the Race Director during the briefing. Once all drivers have reached the stopping point, each driver will position themselves on the starting grid in their own pit and it will be their responsibility to position themselves in the correct pit. If a driver chooses the wrong pit, they will be penalised and will start in last position. Once the procedure is complete, the staff will give the go-ahead for the reconnaissance lap and the start of the respective heat.

.Heat 2

Upon completion of all Heats 1, a provisional ranking will be drawn up including all scores (qualifying + heat + bonus) obtained by each driver. In the event of a tie, the best qualifying time will be taken into account.

The groups will be reassigned according to the A, B, C, D scheme based on the provisional ranking, for example:

1st place in the provisional ranking: will start first in Heat 2A

2nd place in the provisional ranking: will start first in Heat 2B

3rd place in the provisional ranking: will start first in Heat 2C

4th place in the provisional ranking: will start first in Heat 2D

5th place in the provisional ranking: will start second in Heat 2A

6th place in the provisional ranking: will start second in Heat 2B

7th place in the provisional ranking: will start second in Heat 2C

8th place in the provisional ranking: will start second in Heat 2D

and so on.

Once the drivers have entered the parc fermé, the staff will give the green light. Each driver will position themselves on the starting grid in their own pit and it will be their responsibility to position themselves in the correct pit. If a driver chooses the wrong pit, they will be penalised and will start in last position. As soon as all drivers are positioned in their pits on the starting grid, the DDG will give the go-ahead for the reconnaissance lap and the starting procedure described in point 11 will begin.

Repechage

The starting order will be determined by the position obtained in the overall ranking after Heat 2, basing the starting grid on the best score:

- 21st place in the overall ranking: will start first in repechage A
- 22nd place in the overall ranking: will start first in repechage B
- 23rd place in the overall ranking: will start second in repechage A
- 24th place in the overall ranking: will start second in repechage B
- 25th place in the overall ranking: will start third in repechage A
- 26th place in the overall ranking: will start third in repechage B

and so on

Once the drivers have entered the parc fermé, the staff will give the green light. Each driver will position themselves on the starting grid in their own pit and it will be their responsibility to position themselves in the correct pit. If a driver chooses the wrong pit, they will be penalised and will start in last position. As soon as all drivers are positioned in their pits on the starting grid, the DDG will give the go-ahead for the reconnaissance lap and the starting procedure described in point 11 will begin.

Final

The starting order will be determined by the position obtained in the overall ranking, basing the starting grid on the best score, for example:

The top 20 places in the overall ranking and the top 4 places in repechage A and repechage B will go directly to the final.

The starting order will be based on the overall ranking and the order of arrival in repechage A and repechage B, for example:

First place in the overall ranking: first place in the final

Second place in the overall ranking: second place in the final

Third place in the overall ranking: third place in the final

Fourth place in the overall ranking: fourth place in the final

and so on up to 20th place in the overall ranking

From 21st place to 28th place, the order of arrival in repechage A and repechage B will be followed. In the event of a tie in the final position, the best time achieved in the repechage will be taken into consideration.

First place in repechage A or B (with the fastest lap): 21st place in the final

First place in repechage A or B (with worst fastest lap): twenty-second place in the final

Second place in repechage A or B (with best fastest lap): twenty-third place in the final

Second place in repechage A or B (with worst fastest lap): twenty-fourth place in the final

and so on up to 28th place.

In the event of a tie at the end of the heats, the number of best results obtained in the heats will be taken into consideration.

Example:

At the end of the qualifying heats, drivers Mario Rossi and Luigi Bianchi both have 100 points and have obtained two first places and one first place and one second place respectively. Driver Mario Rossi will start in pole position as he has achieved a higher number of first places.

In the event of a further tie, the best time achieved in qualifying will be taken into consideration.

Example:

At the end of the qualifying heats, drivers Mario Rossi and Luigi Bianchi both have 100 points and have both achieved two first places. In their respective qualifying sessions, driver Mario Rossi achieved a best time of 1:01:000 and driver Luigi Bianchi achieved a best time of 1:01:500. Driver Mario Rossi will start in pole position as he completed a faster lap than Luigi Bianchi.

11. 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.

12. 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.

13. 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.

14. PENALTIES

For race contacts, the assessment and extent of penalties rests solely and exclusively with the event's SAFETY COMMISSION. Penalties may be of different types; several specific situations and penalties are set out below:

14.1 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.

14.2 Any repetition of incorrect and unsportsmanlike conduct may result in the exclusion of the driver from the event and/or the championship.

14.3 Any form of unsportsmanlike conduct will be severely punished by the exclusion of the driver from the event.

14.4 Any disrespectful and/or provocative attitude or behaviour towards the organisation will be punished by the exclusion of the driver from the event.

14.5 Penalties concern both race contacts and irregularities in race procedures. Any penalties will be entered directly into the timing system and will be viewable in the individual rankings for each completed session.

14.6 It is strictly forbidden to get up from the kart seat during any session. If this rule is not respected, the driver will receive a 30-second penalty.

14.7 If a driver deliberately cuts a section of the circuit, he will be immediately disqualified from the session. If a driver makes such a manoeuvre unintentionally

or for reasons of force majeure (wet track conditions, contact...) he/she must re-enter the circuit without incurring a penalty by returning any positions gained thanks to this manoeuvre; if he/she does not return the positions gained, the driver will receive a penalty ranging from 10 to 60 seconds.

14.8 If a driver drives in the opposite direction to the direction of travel, he will be immediately disqualified and excluded from the event.

14.9 In the event of a violation of the minimum weight, the driver will be penalised with the last place in the ranking of his session..

14.10 If the minimum weight violation is committed in the qualifying session, the penalty will be the assignment of the last position in the overall ranking.

14.11 If a driver at the end of a session does not carry out the weighing procedure, he will be disqualified from his session.

14.12 In the event of returning to the pits at an inappropriate speed, using the wrong lane and in the event of a violent collision with the protections present at the pit entrance, the driver will receive a 10-second penalty.

14.13 In the event of non-compliance with SLOW procedures, the driver will be disqualified from his/her session.

14.14 Any driver not present in the pre-grid 10 minutes before his session will start from the back of the grid.

14.15 The driver not present in the pre-grid at the start of his session does not take part in the current session.

14.16 in the event that the driver does not take part in the qualifying session of his group, he **CANNOT START FOR THE RACE**

14.17 A driver who does not keep his kart in contact with the driver ahead of him at the start in order to gain an advantage during acceleration will receive a 3-second penalty.

14.18 A driver who leaves the channels before the official start will receive a 10-second penalty for an early start.

14.19 A driver who is not aligned in the starting channels will receive a 3-second penalty if he has 2 wheels outside the channel delimitation line, 10 seconds if he has 4 wheels outside the channel delimitation line.

14.20 a penalty of at least 10 seconds will be imposed for race contacts judged to be serious by the race management. Serious contacts are understood to be all contacts intended to deliberately and unintentionally damage the race development of another participant.

14.21 A driver may not change direction several times to defend his position. A driver who performs this procedure will receive a 5-second penalty.

14.22 A driver who realises that he has gained a position irregularly and/or by using the 'push and pass' manoeuvre has the option of returning the position on the current lap without penalty. This manoeuvre is only permitted if the driver who has been overtaken has lost no further positions after the contact. If the driver who made contact is forced to retire from the current session, the driver who caused the accident will be excluded from the session.

14.23 the driver ahead of another driver has the right of way. In the case where two drivers are paired up next to each other the right of way belongs to whoever is on the inside of the corner. In the case where two drivers are paired up on the exit of a corner both have the right of way and neither driver has the right or possibility to obstruct the other. In the situation described a minimum penalty of 5 seconds could be applied for 'bad overtaking manoeuvre'.

14.24 If, during an overtaking manoeuvre, the overtaking driver should obstruct the normal run/run of the overtaking driver, the manoeuvre will be analysed by race management and a 5-second penalty may be applied for 'bad overtaking manoeuvre'.

14.25 Any driver caught manipulating any kart/engine component and using the gas/brake technique at the start will receive a 10-second penalty.

14.26 For any behaviour deemed unsportsmanlike by the organiser and/or the sports director, the driver will be disqualified from the completed session.

14.27 Any driver who slows down significantly, creates dangerous situations or stops on the track may be penalised by the DDG with a time penalty, up to and including the cancellation of all times set during the qualifying session.

14.28 Any driver who improves his lap time while passing through a sector under yellow flags or in the event of a full course yellow will be penalised by the DDG with a time penalty, up to and including the cancellation of all times set during the qualifying session.

15. COMPLAINTS AND REPORTS

Complaints :

Any participant has the right to lodge a complaint with the race management.

Complaints may only be submitted with the payment of a deposit of 50.00 euro. It is possible to lodge a complaint no later than 10 minutes after the 'FINISH TIME' published on the classification available in the LIVE RESULTS section of the website www.irkpromotion.com No complaint will be taken into consideration after the deadline indicated above.

It is not possible to submit a protest by submitting video evidence from outside to the race direction, only and exclusively video footage from the official cameras installed on the karts will be taken into consideration.

The complaint procedure is as follows :

- Fill in the appropriate online form at the following LINK: [CLICK HERE](#)
- Pay the deposit of € 50.00 to the secretariat.
- Indicate the race numbers of the drivers involved, the heat, the lap and the reference corner. Should even one of the requested information be missing, the claim will not be accepted.
- Once the SAFETY COMMISSION has received the form, it will analyse the complaint and review the material available.
- Once the SAFETY COMMISSION's analysis is complete, the final 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 accepted.

Reporting :

Any participant is entitled to report any infringements to the race direction by filling in the appropriate form at the following link : [CLICK HERE](#)

The reporting system is an implementation aimed at improving the analysis and timeliness of official race direction decisions.

Each participant can fill in the form to report a possible infringement of the current session.

The report can be filled in from the moment of the official start until the end of the race, indicated by the timing system on the live timing.

Each report has no official value, the Race Direction reserves the right to use or not to use the reports to investigate situations that may be subject to penalty or non-penalty.

16. RACE DIRECTION AND SAFETY COMMISSION

Each event will be directed by a SAFETY COMMISSION consisting of:

- Race director
- Sports Director
- 2 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.

Any participant's complaint procedure will be analysed and assessed by a SAFETY COMMISSION consisting of:

- Sports Director
- 2 staff members

The race management will be excluded from the evaluation of complaints in order to ensure the correct and smooth running of the event.

17. TABLE POINT

The following tables show the scores applied to each qualifying round, heat and overall position achieved in the finals.

If a rider does not start in a heat, they will receive a score of 0.

If a participant does not start in a race, they will receive a score equal to the last position in the race they belong to.

If a rider retires from their heat or final, they will receive a score equal to the last position. If there are multiple retirements, the rider who has covered the shortest distance will be last.

If a rider is disqualified in a heat or final, they will receive a score of 0.

TABELLA PUNTEGGI / TABLE POINTS

GIRO VELOCE IN OGNI HEATS / FAST LAP IN EACH HEATS	3 PT
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TABELLA PUNTI QUALIFICA / QUALIFYING POINTS

POSITION	POINT	POSITION	POINT
1	25	14	12
2	24	15	11
3	23	16	10
4	22	17	9
5	21	18	8
6	20	19	7
7	19	20	6
8	18	21	5
9	17	22	4
10	16	23	3
11	15	24	2
12	14	25	1
13	13		

TABELLA PUNTI HEAT / HEAT POINTS

POSITION	POINT	POSITION	POINT
1	50	14	13
2	45	15	11
3	40	16	10
4	37	17	9
5	34	18	8
6	31	19	7
7	28	20	6
8	25	21	5
9	23	22	4
10	21	23	3
11	19	24	2
12	17	25	1
13	15		

FINALE / FINAL

POS	PT	POS	PT	POS	PT
1	100	25	46	49	22
2	95	26	45	50	21
3	90	27	44	51	20
4	85	28	43	52	19
5	80	29	42	53	18
6	78	30	41	54	17
7	76	31	40	55	16
8	74	32	39	56	15
9	72	33	38	57	14
10	70	34	37	58	13
11	68	35	36	59	12
12	66	36	35	60	11
13	64	37	34	61	10
14	62	38	33	62	9
15	60	39	32	63	8
16	58	40	31	64	7
17	56	41	30	65	6
18	54	42	29	66	5
19	52	43	28	67	4
20	51	44	27	68	3
21	50	45	26	69	2
22	49	46	25	70	1
23	48	47	24		
24	47	48	23		

GIRO VELOCE / FAST LAP	5 PT
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The fastest lap score will be awarded to the driver who achieves the fastest lap in the final.

The final score ranking will be applied based on the order of arrival for the participants in the Final. As regards the repechages, the criterion of the best lap achieved in the race will be used in the event of a tie.

Example:

After the two heats, the top 20 finishers will automatically qualify for the Final. Those ranked 21st to 71st in the overall ranking will compete in repechages A and B. The top 4 finishers in repechage A and the top 4 finishers in repechage B will participate in the Final, as described in point 10. Between the fifth-placed competitor in repechage A and the fifth-placed competitor in repechage B, the competitor who achieved the best time in the repechage between the two will be ranked 29th overall. Consequently, the competitor who achieved the worst time

between the two will be ranked 30th. Between the sixth-placed driver in repechage A and the sixth-placed driver in repechage B, the driver who achieved the best time in the repechage between the two will be ranked 31st overall. Consequently, the driver who achieved the worst time between the two will be ranked 32nd. And so on.

18. EVENT RANKING

Each event will have a ranking for the day's classification, composed as follows:

the sum of the scores obtained from qualifying, heats, fastest laps and final position.

The provisional ranking at the end of the second heat will be the criterion for entry and the starting grid for the final and repechage A and repechage B. (For example, at the end of the second heat, the ranking will see a partial classification of 80 SK1 drivers. The top 20 drivers in the ranking will take part in Final A, while those ranked 21st to 71st will take part in repechage A or repechage B). The starting grid for the final will be determined by the position obtained in the provisional ranking as described in point 9.

The overall winner of the event is the rider who crosses the finish line in first place in Final A (net of penalties).

19. AWARDS

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

SKJ

- SKJ Pole Position author (fastest lap in comparison to all qualifying events)
- Author of the fastest lap of the SKJ final
- 1st - 2nd - 3rd classified of the SKJ final

SK1

- Author absolute Pole Position (fastest lap compared to all qualifying sessions)
- Author absolute fastest lap (fastest lap in comparison to all finals)
- 1st - 2nd - 3rd - 4th - 5th classified of final A (podium of the event)

Each driver is obliged to present himself at the award ceremony. A driver who does not present himself at the ceremony is not entitled to collect his 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.

20. 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.

The use of own video cameras on board is strictly prohibited. Any participant caught using their own video cameras and not authorised by the organisers may be subject to a time penalty or disqualification from the event.

21. 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 point 15 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.

22. 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.

23. DAMAGE COVERAGE

An order to ensure the smooth running of the event and to guarantee compliance with the sporting rules and good conduct on the track, the organisers reserve the right to claim compensation for any damage caused by any driver. All situations and moments will be analysed, for example :

- Bad manoeuvres (dangerous manoeuvres endangering one's own safety and that of other participants).
- Race contacts caused by irresponsible driving.
- Run-offs and / or contacts resulting from irresponsible driving and / or the involuntary loss of the vehicle.

Should a damage occur and be ascertained with a charge against driver X and the driver does not comply with the above details, the driver may incur exclusion from participation in one or more championship rounds even if regularly paid in advance (see purchase of promotional packages at the beginning of the season).

***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