

# REGULATIONS

## ROUND 2



**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	17/03/2025
2.0	23/03/2025

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## RULES TABLE ( quick info )

<b>ADMITTED DRIVERS</b>	MINIMUM AGE 14 YEARS OLD
<b>DOCUMENTS</b>	MEDICAL CERTIFICATE AND LKR LICENCE
<b>KART</b>	TB KART R-ONE SPORT HP 390 C.C.
<b>POWER</b>	18 HP
<b>CATEGORIES</b>	EK1 - EK2 -EK3
<b>MINIMUM DRIVER WEIGHT</b>	85 KG
<b>STARTING PROCEDURE</b>	ROLLING START
<b>PIT LANE OPEN</b>	10 MIN FROM THE START OF THE RACE
<b>PIT LANE CLOSED</b>	10 MIN TO THE END OF THE RACE
<b>MINIMUM PIT NUMBER (10H)</b>	NO
<b>PIT TIME WINDOW</b>	FROM 60 TO 210 SECONDS
<b>TOTAL PIT TIME ( 10H )</b>	38 MINUTES ( 2280 SECONDS )
<b>REFUEL</b>	FREE
<b>MIN. TRACK TIME</b>	5 MINUTES
<b>MAX TRACK TIME</b>	NO
<b>MIN. DRIVING TIME</b>	1 TRACK ENTRY
<b>MAX. DRIVING TIME</b>	BASED ON CATEGORY ( see pt. 14 )
<b>PUSH A PARTNER</b>	FORBIDDEN
<b>CHANGE OPTION</b>	YES
<b>REPAIRS</b>	YES - INCLUDED IN THE PIT TIME
<b>DRIDER BRACELETS</b>	YES

## PENALTY TABLE ( quick info ) - see pt 17

<b>JUMPSTART</b>	10 SECONDS
<b>NON-ALIGNMENT IN THE START</b>	3 SECONDS
<b>UNDERWEIGHT</b>	10 SECONDS FOR KG
<b>UNSAFE DRIVING</b>	30 SECONDS
<b>CUT OF TRACK</b>	SQUALIFICATION (JUDGMENT BY RD)
<b>WRONG TRACK SENSE</b>	SQUALIFICATION
<b>NON WEIGHING</b>	2 LAPS
<b>UNSAFE PIT ENTRY</b>	10 SECONDS
<b>NON-COMPLIANCE WITH MINIMUM PIT TIME ( 60 SECONDS )</b>	10 SECONDS + MISSING TIME
<b>NON-COMPLIANCE WITH MAXIMUM PIT TIME ( 210 SECONDS )</b>	10 SECONDS + EXCESS TIME
<b>NON-COMPLIANCE WITH TOTAL PIT TIME</b>	30 SECONDS + MISSING TIME
<b>NON-COMPLIANCE WITH MIN TIME ON THE TRACK</b>	30 SECONDS
<b>NON-COMPLIANCE WITH MIN DRIVING TIME</b>	5 LAPS
<b>NON-COMPLIANCE WITH MAX DRIVING TIME</b>	10 SECONDS FOR EVERY EXCESS MINUTE
<b>PIT LANE CLOSED RE-ENTRY</b>	30 SECONDS
<b>FAILURE TO CHANGE DRIVER</b>	2 LAPS
<b>PUSH A PARTNER</b>	1 LAP
<b>PIT EXIT IMPEDIMENT</b>	30 SECONDS
<b>PIT LANE CHANGE</b>	10 SECONDS

## 1. REGISTRATION

Registration for the event must be made through the registration form on the website : [www.irkpromotion.com](http://www.irkpromotion.com)

The price for participation in the R-ONE Championship round 2 event is: **1220,00 € 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.

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.

## 2. 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 rules indicated in point 1. IRK Promotion may also apply sanctions for any behaviour that may harm the image of the championship and the companies involved.

## 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 )
- 09:40 Qualifying ( 10 minutes )
- 10:00 Start round 4 hours
- 14:00 Finish round 4 hours
- 15:00 Start round 6 hours
- 21:00 Finish round 6 hours
- 21:15 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](http://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](mailto:segreteria@irkpromotion.com)

In order to simplify operations on the day of the race, each participating driver must fill in the liability release 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](mailto: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.**

**The described procedure is valid for the 4-hour round**

For the 6-hour round the starting order will be determined by the final classification of the 4-hour round.

Drivers, after the end of the 4-hour round, will be obliged to return to the pits for the weigh-in procedure and once finished, they will follow the instructions of the staff to place the karts in the pre-grid.

10 minutes before the start all drivers will be obliged to report to the pre-grid to begin the start procedure.

**A driver change is possible between the 4-hour and 6-hour rounds.**

## 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.

### Race format ( round 2 specificities )

- Round 2 will be divided into two races:

- Race 1 lasting 4 hours
- Race 2 lasting 6 hours

thus reaching a total duration of 10 hours.

- The total pit time is taken over the total of the two races, example :

The total pit time is 38 minutes, a team can decide independently to have 4 minutes of pit time in the 4-hour race and the remaining 34 minutes in the 6-hour race.

- The total pit time (38 minutes) will be the sum of the total pit time of race 1 and the total pit time of race 2. Each team will have to add the two pit times independently to reach the total time in race 2, for example:

in race 1, a team accumulates a total pit time of 5 minutes and 30 seconds, in race 2 it will have to accumulate a minimum total pit time of 32 minutes and 30 seconds to reach a total of 38 minutes ( Each team will be able to visualize in the

warnings section of race 2, the total pit time missing to reach the total 38 minutes ).

- All penalties will be deducted from the total pit time ( 38 minutes ), as described in point 17.

Example :

If a team gets 10 seconds penalty in race 1, and has accumulated a total of 4 minutes pit time in race 1. At the end of race 2 it will have to reach a total of 34 minutes and 10 seconds to complete the minimum total pit time.

- The opening and closing of the pit lane will be 10 minutes after the start of the race and 10 minutes before the end of the race, intended for both race 1 and race 2 ( details described in point 14 'opening and closing pit lane' ):

Opening pit lane of race 1 - 00:10:00

Closing pit lane of race 1 - 03:50:00

Opening pit lane of race 2 - 00:10:00

Closing pit lane of race 2 - 05:50:00

- During the break between race 1 and race 2 the parc fermé regime is in force. Refuelling will not be possible and change option requests will not be considered (only repairs and technical assistance will be handled). The opening of the parc fermé will be 10 minutes before the official start and it will be possible for the drivers to enter the parc fermé (also different from the end of race 1) and it will be possible to carry out the pressure control.

- The total min and max driving time is based on the total of the 10 hours of the race.

- The event ranking will be based on the sum of the partial rankings of both race 1 and race 2. See pt 20

### **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.

### 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 :

**The total min and max driving time is intended on the 10-hour race total, although in this round there is a split into a 4-hour and a 6-hour race.**

**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.

## **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 meet. It will be at the complete management of the team to calculate its total time according to the penalties received:

Example :

In a 10-hour race the total pit time each team must achieve is 38 minutes. If a team gets 20 seconds of penalty during the duration of the race, the team will have to reach a minimum total time of 38 minutes and 20 seconds at the end of the 10 hours. It will be the team's complete power and responsibility to manage the penalty, always keeping to the min and max time window of each pit, described in point 14 'Pit lane time window'.

Only penalties obtained in the last stint and or lap penalties will be directly entered into the timing system.

**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.

Example :

If the penalty is obtained by the driver in the last stint of the race and cannot be discounted in the total time, such as a race contact, the penalty will be added directly into the final classification.

If the penalty is obtained due to the non-regularity of the race procedures, such as a team reaching the minimum total time in the pits, the penalty will be added directly in the final classification, applying a surcharge, as in this case, described in point 17.22.

**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
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:

- 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.

## 20. EVENT RANKING

Each event will see a separate ranking for each category.

### Race ranking

The winner of each race 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.

### Event ranking

At the end of each race, there is a partial scoring system whereby one point is awarded for each participating team, e.g. :

on a base of 30 registered teams, the first place team will get 30 points, the second 29, the third 28, and so on. The team with the most points between race 1 and race 2 will be the winning team.

The score obtained by each team, based on the overall ranking, will be entered in a daily ranking made up of the sum of the scores obtained in race 1 and race 2.

The team with the most points at the end of the 2 races and in comparison to its category will be the winner of the event.

In the event of a tie, the best result obtained in race 2 will be taken into account.

Pole position and fastest lap bonus points will be awarded as follows:

Pole position : the best time set in the qualifying session and in comparison to one's own category

Fast lap : The fastest race lap achieved in absolute terms (both between race 1 and race 2) and in comparison to one's own category.

**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](mailto: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](http://www.irkpromotion.com)**