

REGULATIONS



IRK Promotion is organising a championship called R-One Championship. The championship is structured around the full rent 'Arrive & Drive' formula, with a dedicated fleet of karts made available by the organisers. Any participant with the necessary documentation and equipment may take part.

These regulations have been approved by the organiser and are valid until the end of the race. They may be subject to changes and improvements, through new versions, listed in the table below.

VERSION	APPROVED
1.0	01/01/2026

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RULES TABLE (quick info)

ADMITTED DRIVERS	MINIMUM AGE 14 YEARS OLD
KART	TB KART R-ONE SPORT HP 390 C.C.
POWER	18 HP
CATEGORIES	UNIQUE
MINIMUM DRIVER WEIGHT	85 KG
STARTING PROCEDURE	ROLLING START
PIT LANE OPEN	10 MIN FROM THE START OF THE RACE
PIT LANE CLOSED	10 MIN TO THE END OF THE RACE
MINIMUM PIT NUMBER (8H)	NO
PIT TIME WINDOW	FROM 60 TO 330 SECONDS
TOTAL PIT TIME (10H)	40 MINUTES (2400 SECONDS)
REFUEL	FREE
MIN. TRACK TIME	10 MINUTES
MAX TRACK TIME	NO
MIN. DRIVING TIME	1 TRACK ENTRY
MAX. DRIVING TIME	NO
MIN. NUMBER CHANGE OPTION	2
MAX. NUMBER CHANGE OPTION	6
MIN. TIME TO USE A KART	10 MINUTES
MAX. TIME TO USE A KART	4 HOURS
PUSH A PARTNER	FORBIDDEN
CHANGE OPTION	YES
REPAIRS	YES - INCLUDED IN THE PIT TIME
DRIVER BRACELETS	YES

PENALTY TABLE (quick info) - see pt 17

JUMPSTART	10 SECONDS
NON-ALIGNMENT IN THE START	3 SECONDS / 10 SECONDS
UNDERWEIGHT	10 SECONDS FOR KG
UNSAFE DRIVING	30 SECONDS
CUT OF TRACK	SQUALIFICATION (JUDGMENT BY RD)
WRONG TRACK SENSE	DISQUALIFICATION
NON WEIGHING	2 LAPS
UNSAFE PIT ENTRY	10 SECONDS
NON-COMPLIANCE WITH MINIMUM PIT TIME (60 SECONDS)	10 SECONDS + MISSING TIME
NON-COMPLIANCE WITH MAXIMUM PIT TIME (330 SECONDS)	10 SECONDS + EXCESS TIME
NON-COMPLIANCE WITH TOTAL PIT TIME	30 SECONDS + MISSING TIME
NON-COMPLIANCE WITH MIN TIME ON THE TRACK	30 SECONDS
NON-COMPLIANCE WITH MIN DRIVING TIME	5 LAPS
NON-COMPLIANCE WITH MAX DRIVING TIME	10 SECONDS FOR EVERY EXCESS MINUTE
PIT LANE CLOSED RE-ENTRY	30 SECONDS
FAILURE TO CHANGE DRIVER	2 LAPS
PUSH A PARTNER	1 LAP
PIT EXIT IMPEDIMENT	30 SECONDS
PIT LANE CHANGE	10 SECONDS
FAILURE MIN. TIME TO USE A KART	10 SECONDS FOR EACH MINUTE TO REACH MIN. TIME
FAILURE MAX. TIME TO USE A KART	10 SECONDS FOR EACH MINUTE EXCEEDING TO MAX. TIME

1. REGISTRATION

Registration for the event must be submitted using the form available on the website: www.irkpromotion.com

The price for participating in the event is: **€1,340.00**

There will be one hour of free practice on the day of the race.

During the optional free practice, teams will be able to refuel their karts as desired. Once qualifying is over, the parc fermé rules will apply, meaning that no work may be carried out on the vehicles, not even refuelling.

Each participating team must consist of:

Team Principal: a team representative responsible to the organisers. (This may also be a driver and team manager.)

Team Manager: a team representative responsible to the race director. (This may also be a driver and team principal.)

Drivers: a number defined during event registration. (This may also be a team principal or team manager.) At least one track entry is mandatory for drivers participating in each round.

Each team registered for the championship must complete the following form no later than the Monday of the race week.

<https://www.mom-system.com/race/tbkart1772223414/>

The chronological order of receipt of the following link will assign the progressive order of the gazebos in the R-One Race Village.

If a team fails to submit this form by the deadline, it will receive a penalty of 5 positions on the starting grid after the qualifying rounds.

The organiser reserves the right to refuse the registration of a driver/participant at its sole discretion and/or upon occurrence of the events described 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

The programme is :

- H 07:30 Registration office open
- H 07:50 Kart draw
- H 08:00 Briefing
- H 08:30 Official free practice (1 hours)
- H 10:00 Qualifying (10 minutes)
- H 10:00 Start 4 hours
- H 14:00 Finish 4 hours
- H 15:00 Start 6 hours
- H 21:00 Finish 6 hours
- H 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 drivers aged 14 years and over are admitted*

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

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

- Identity document
- Signed liability form
- ASI K card or LKR Asi/Aci licence
- Basic sports medical certificate

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. The total driving time of all GOLD drivers must not exceed 75% of the race duration.
- EK3 : teams composed with a maximum of 75% SILVER drivers and no GOLD drivers. BRONZE drivers can be part of it freely. The total driving time of all SILVER drivers must not exceed 75% of the race duration.

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 AND KARTING DRAW

The briefing is mandatory for all team managers.

The briefing will last approximately 30 minutes, during which the procedures for the event will be analysed.

Kart draw: the karts will be drawn manually, in full view and with as many witnesses as possible. Teams not present at the draw when their name is called will draw later, at the end of the queue.

10. OFFICIAL FREE PRACTICE: 60 minutes

Official free practice will be scheduled, as described in point 3, in which each team will be able to participate. The kart used for the official free practice will be the kart that has been designated by drawing lots.

During the free practice it will be possible to :

- change tyre pressures
- change driver, without having to respect the minimum pit time, but still respecting a moderate pace to ensure total safety in 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 free practice, qualifying will take place. Each team will have 10 minutes to set their best time. At the end of the qualifying session, the starting grid for the race will be determined based on the best time set in qualifying. There will be no driver changes during the qualifying session. Any driver who slows down significantly, creates dangerous situations or stops on the track is liable to be penalised by the DDG with a time penalty, up to and including the cancellation of all times set in the qualifying session. Any driver who improves

their lap time while passing through a sector under yellow flag conditions 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 in the qualifying session.

12. STARTING GRID

The starting order for the 4-hour race will be determined by the qualifying results, with the starting grid based on the fastest lap time. The race is timed from the moment the first kart crosses the start line until the moment the driver's own kart crosses the chequered flag. At the end of qualifying, all drivers in the session must stop, under red flag conditions, at the point indicated by the Race Director during the briefing. Once all drivers have reached the stopping point, track staff will position the drivers in starting order. The driver will be indicated and called by the staff to take up their respective grid position. Once the procedure is complete, the staff will give the go-ahead for the formation lap, after which the start procedure will begin.

Driver changes are not permitted between qualifying and the start.

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

Once the 4-hour round has finished, drivers must return to the pits for the weigh-in procedure; once this is complete, they must follow the staff's instructions to position their karts on the pre-grid. 10 minutes before the start, all drivers must report to the pre-grid to begin the start procedure.

A driver change is permitted between the 4-hour round and the 6-hour round

13. STARTING PROCEDURE

All races will be rolling starts.

Following a decision by the Stewards, the organiser has the right to change the starting procedure from a 'rolling start' to a 'standing start' or a 'rolling start on a line' with 'Slow' signs.

Once qualifying is over, each driver must follow the staff's instructions and stop on the circuit under red flag conditions. As soon as all karts have reached the stop point indicated by the staff, the drivers will line up on the starting grid according to the best time achieved by each driver.

Each driver must follow the instructions of the staff who will ensure the correct positioning on the starting grid.

It is strictly forbidden to get out of the kart and interact with people outside, unless authorised by the staff.

The starting procedure begins as soon as the Race Director or his Deputy, or the designated Starting Official, indicates with the green flag that the karts can start. Once they have started, the drivers are "under the orders of the Race Director" and can no longer receive any assistance. Drivers who have not arrived on time at the Race Director's orders with their karts in working order may only leave the Assembly Area on the orders of the Race Director or the Officer in charge.

Once they have started, the drivers will begin the reconnaissance lap. During the reconnaissance lap, each driver must maintain their position on the grid. If a driver occupies another driver's position without any right to do so, they 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

- The round consists of two races:

Race 1, lasting 4 hours

Race 2, lasting 6 hours

bringing the total duration to 10 hours.

- The total pit stop time applies to both races combined; for example:

The total pit stop time is 40 minutes; a team may decide independently to use 4 minutes of pit time in the 4-hour race and the remaining 36 minutes in the 6-hour race.

- The total pit time (40 minutes) will be the sum of the total pit time for Race 1 and the total pit time for Race 2. Each team must independently add the two pit times to reach the total time for Race 2. For example:

in Race 1, a team accumulates a total pit stop time of 5 minutes and 30 seconds; in Race 2, it must accumulate a minimum total pit stop time of 34 minutes and 30 seconds to reach the total of 40 minutes (each team will be able to view, in the Race 2 notifications section, the total pit stop time remaining to reach the total of 40 minutes).

- All penalties will be deducted from the total pit time (40 minutes), as described in point 17.

Example:

If a team receives a 10-second penalty in Race 1 and has accumulated a total of 4 minutes of pit time in Race 1, At the end of Race 2, it must reach a total of 36 minutes and 10 seconds to complete the minimum total pit time.

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

Race 1 pit lane opening - 00:10:00

Race 1 pit lane closing - 03:50:00

Race 2 pit lane opening - 00:10:00

Race 2 pit lane closing - 05:50:00

- During the break between Race 1 and Race 2, the parc fermé regulations will apply. Refuelling will not be permitted, nor will Option changes be allowed (only repairs and technical assistance will be permitted). The parc fermé will open 10 minutes before the official start, and drivers will be permitted to enter (even if they did not finish Race 1), and tyre pressure checks may be carried out.

- The minimum and maximum total driving time applies to the full 10 hours of the race.

- The event classification will be based on the sum of the partial classifications for both Race 1 and Race 2. See point 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	40 MINUTES (2400 SECONDS)

Pit lane time window

Each pit lane passage must be made within a window of **between 60 seconds and 330 seconds**.

Each team, once the weigh-in, driver change and/or refuelling procedures have been carried out, will be able to decide its exit time in total autonomy, respecting the limits imposed by the time window. It is mandatory for each team to leave a passageway for the exit. Any team blocking or preventing another from exiting will incur a penalty.

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

Minimum and maximum time on the track

Minimum time on the track: 10 minutes

Maximum time on the track: none

The time is measured from the pit out antenna (i.e. when the driver enters the track) to the pit in antenna (i.e. when the driver enters the pits).

Minimum number of driving stint

Each driver registered for the race must complete at least one driving stint.

Minimum and maximum time for using the same kart

The minimum and maximum time for using the same kart is understood as the total time a team must comply with for using a kart.

Min. and Max. time to use a kart

The min and max time of use of the same kart is intended as the total time of use of a kart that a team must respect.

The minimum total time of use of a kart is : 10 minutes**The maximum total time of use of a kart is : 4 hours**

The time is considered from the passage of the driver to the pit out until the passage of the driver to the pit in, before the kart change.

Example :

the team performs a kart change and the driver pits out at 10:00am. The team will be able to make the kart change again by crossing the pit in line not earlier than 10:10:00 and will not be able to keep the kart not later than 13:59:59, crossing the pit in line.

Only for the first stint the official start time will be taken into account and not the pit out time.

Example :

If the race starts at 14:00:00, the team will not be able to pit and change kart before 14:10:00 (pit lane closed the first ten minutes of the race) and will not be able to keep the same kart after 17:59:59.

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)

If a team returns to the pit lane when it is closed and refuels, it will receive a 30-second penalty and the pit time will not be counted in the total time.

Change Option V 2.0

The Change Option procedure allows individual teams to change their kart during the course of the event.

The Change Option procedure can be carried out in a time window structured as follows :

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

During free practice, the Change Option is optional and the maximum number of kart changes available for each team is **2**.

During the race phases: from the opening of the pit lane after 10 minutes of 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 12:00:00 hours

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

closing Change Option procedure: 11:50:00 hours from the start of the race

The structure of the Change Option in the race provides for a "window" of minimum and maximum kart changes that each team must comply with.

Min. number Change Option	Max. number Change Option
2	6

The Change Option mode provides that each team, at its complete discretion and respecting the time windows imposed by the regulations, may decide on a kart change. Once in the pit lane, the driver must :

- 1.** Enter the lane reserved for the Change Option.
- 2.** The change karts will be arranged in a single row
- 3.** The driver will position the kart at the end of the single file.
- 4.** The driver will get off the kart and will position himself on the first kart of the single file.
- 5.** It will be driver's responsibility to move weights and table to the new kart.
- 7.** Once the Change Option operation is completed, the driver will be obliged to move forward and leave the lane.

NOTE :

- non-compliance with the minimum or maximum number of Change Options results in a penalty. (see pt 17.39)
- The time used for this procedure (PIT IN - PIT OUT) will be added in the total pit time available for each team.

Example:

Total pit time available: 3600 seconds

Pit time used pre procedure: 540 seconds

Pit time used for the complete procedure: 120 seconds

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

-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 will be at the complete discretion of the teams.

-In case of recalls, by the staff, for technical problems and/or repairs, not will be counted as change option.

-It is forbidden for any participant or manager to enter the change option lane. Only the driver making the change option is allowed to enter the lane.

-In the event that, the team exceeds the maximum time in the pits for a delay due to procedures, the pit time will be accumulated in the total and not there will be penalties for the excess time taken by the technical staff.

Technical Service Recall

Should the technical staff deem it necessary to repair or replace a kart, they are entitled to recall the kart for technical assistance.

The procedure involves :

- The communication of the recall to the team manager by the organisation
- The display of the black flag with orange disc to the driver by the Race Director.
- From the moment the flag is shown, the driver has 4 laps to re-enter the race.
- The team will continue the race with the replacement kart until further notice from the technical staff.

If a team deliberately decides not to re-enter they will be disqualified from the event.

The technical assistance recall is a decision solely and exclusively of the technical staff, who certify the request with objective evidence.

The technical support recall does not count as a change option.

Repairs

Should a kart need repair and/or replacement, the technical staff will replace the kart and allow the team (including the same driver) to restart, following these procedures.

Should the kart stop on the circuit:

- The driver must put himself and the kart in a completely safe position and wait for the arrival of the technical staff.
- The technical staff will bring a spare kart on site in order to continue the race.
- It will be the driver's care and responsibility to place ballasts and transponders on the replacement kart.
- Once the operations have been completed, the driver may resume the race.
- As soon as the original kart is restored, the team must re-enter and resume their kart. The team has 4 laps to re-enter after official communication, if they fail to re-enter they will receive a penalty which, if repeated, may lead to disqualification.
- If the kart has serious problems and cannot be restored or takes a long time, the technical staff will inform the team that they must continue with the replacement kart.

In the event that the kart remains stationary on the circuit, the time elapsed until the restart is race time and therefore lost time will not be reassigned.

Should the kart return to the pit:

- The driver will position the kart following the instructions of the technical staff
- The driver will get into the kart indicated by the technical staff (can also be the same driver) and will resume the race normally.
- As soon as the original kart is reinstated, the team must return and resume their kart. The team has 4 laps to re-enter from the official communication, if they do not re-enter they will receive a penalty which, if repeated, may lead to disqualification.
- If the kart has serious problems and cannot be restored or takes a long time, the technical staff will inform the team that they must continue with the replacement kart.

Should the technical staff identify a problem during the pit stop :

- It will indicate to the driver the replacement kart with which he can resume the race normally
- As soon as the original kart is restored, the team must re-enter and resume their kart. The team has 4 laps to re-enter from the official communication, if they do

not re-enter they will receive a penalty which, if repeated, may lead to disqualification.

-If the kart has serious problems and cannot be restored or takes a long time, the technical staff will inform the team that they must continue with the replacement kart.

In case of breakage, the technical staff has the faculty to evaluate after the restart the real conditions of the kart: if the technical staff should consider that the damage/problem has been caused by an improper use of the kart, penalties commensurate to the entity of the damage may be applied.

Pushing

Pushing between two or more karts is strictly forbidden throughout the circuit, and for all sessions. If a team is cautioned by the Race Director it will first receive a black and white flag warning. At the second warning a penalty of one lap will be entered directly into the timing system. It will be at the discretion of the Race Director to identify the team(s) to be penalised, and he will have the power to penalise both those committing the action and those subjected to it. **Pushing is defined as continuous, prolonged and intentional contact between two or more karts that can lead to an advantage.**

Changing tyre pressures

Teams in each category will be allowed to vary tyre pressure, according to a range set by the technical staff. An area will be set up where these operations can be completed. Pressure changes are permitted throughout the entire race. Inflation and/or deflation will be the responsibility of each team, which will have to carry out its own checks with its own instruments.

Tank compressors and/or compressors powered by an electrical outlet are not permitted.

15. NEUTRALISATION OF A RACE OR SESSION (SAFETY KART)

In the event of an accident or danger, the track marshal will display the yellow flag directly from his position.

When the yellow flag is displayed, drivers must:

- reduce speed
- not overtake
- be prepared to change direction or stop (a marshal may be engaged in a recovery operation)

Overtaking under a yellow flag will result in a penalty. Overtaking is not permitted from the position where the first yellow flag is waved until the position where the track is indicated as clear by a green flag.

In case of accident or heavy rain or for the recovery of a kart, the entry of the SAFETY KART can be arranged. All karts must slow down and follow the Safety Kart.

The Safety Kart will come out of the pits and will position itself in front of the first kart arriving, giving priority to safety. Drivers are obliged to follow the Safety Kart until the GREEN flag is shown by the Race Director on the finish line.

It will be the Race Director's responsibility to indicate the last lap to be used by the Safety Kart. Once the Safety Kart has returned to the pits, it will be up to the leader of the group to decide the right moment for the restart, and overtaking will be allowed only after the finish line.

The race officially restarts after crossing the finish line. During Safety karting the Pit-Lane will remain closed. From the time the sign is displayed at the finish line by the race director, and from the time of the official announcement by the timekeeper, any re-entry into the pit lane will be considered a penalty. The penalty will be assessed according to the duration of the Safety Kart. During Safety karting overtaking is not allowed, not even for splitting.

16. SUSPENSION OF A RACE OR SESSION

If it becomes necessary to suspend practice and/or the race due to :

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

the Race Director will order a red flag to be displayed at the Finish Line.

At the same time red flags will be displayed at the marshals' stations equipped with such flags. The decision to suspend practice and/or the race can only be taken by the Race Director.

If the signal is given to suspend track activity:

During qualifying : all karts must immediately reduce speed and stop in the position indicated by the Race Director, and all karts abandoned on the track

must be removed; practice will be resumed as soon as possible to respect the original programme.

During the race

all karts must immediately reduce speed and stop in the position indicated by the race director.

- the ranking of the race will correspond to the ranking at the end of the lap preceding the one during which the stop signal was given.
- karts or emergency vehicles may be on the track,
- the circuit may be totally blocked due to an accident,
- weather conditions may have made it impossible to drive at high speed on the circuit

The procedure to be followed varies according to the percentage of the race completed by the leader before the stop signal was given:

If the race is stopped when at least 75% (rounded up to the next lap) of the scheduled duration has been completed, the race can be considered as finished. All pits and the total pit time will be equated directly from the timing system, according to the following procedure :

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

17. PENALTIES

Penalties are intended as track infringements, rule infractions or irregularities in procedures.

Any written or unwritten penalty in the regulations is at the complete discretion of the Race Director who may impose, increase or decrease the size of the penalty.

Any penalty will be added to the total pit time that the team will have to respect. It will be up to the team to calculate its total time according to the penalties received.

SPORTING PENALTIES 17.a

17.a1 Any misconduct or unsportsmanlike behaviour on or off the track by drivers and/or any offence reported or not reported in these regulations will be punished with a time penalty, a grid position penalty or disqualification from the event.

17.a2 Any aggravation or repetition of misconduct and unsportsmanlike behaviour may result in the driver's exclusion from the event.

17.a3 Any form of unsportsmanlike behaviour will be severely punished with the removal of the person involved.

17.a4 Any disrespectful and/or provocative attitude or behaviour towards the organisation, staff or race management will be punished with the removal of the person and/or disqualification.

17.a5 If the penalty is not served during the race, the penalty will be applied to the final classification.

17.a6 If the penalty cannot be served and reaches a time that exceeds the lap time, this penalty will be applied to the final classification and converted into laps, using the best lap of the race as a parameter and rounded up.

TRACK INFRINGEMENTS 17.b

17.b1 Cutting the track: If a driver deliberately cuts a section of the circuit, they will be immediately disqualified. In the event of cutting the track due to force majeure (wet track conditions, contact, etc.), the race director will assess any penalties.

17.b2 Wrong track direction: If a driver drives in the opposite direction to the direction of travel, they will be immediately disqualified.

17.b3 Any driver who slows down significantly, creates dangerous situations or stops on the track is punishable by the DDG with a penalty in seconds, up to the cancellation of all times in the qualifying session.

17.b4 Any driver who improves their lap time while passing through a sector under yellow flag conditions 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 from the qualifying session.

17.b5 Drivers who are not aligned in the channels at the start will receive:

- a 3-second penalty if 2 wheels are outside the channels
- a 10-second penalty if 4 wheels are outside the channels

17.b6 Drivers who leave the channels before the official start will receive a 10-second penalty for an early start.

17.b7 Any driver who fails to maintain the minimum distance at the start (contact between their front bumper and the rear bumper of the car in front) will receive a 3-second penalty.

17.b8 For minor contact during the race, the black and white flag will be used at the discretion of the race director. At the second flag, an automatic 10-second penalty will be imposed. For serious contact, the penalty imposed will be 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.b9 A driver may not change direction several times to defend his position. A driver who does so will first be warned with a white/black flag, and on the second occasion will receive a 10-second penalty.

17.b10 A driver who realises that they have gained a position unfairly has the option of returning the position during the current lap without incurring penalties. This manoeuvre is only permitted if the driver who was overtaken has not lost further positions after the contact.

17.b11 The driver in front has the right of way. Two drivers who are side by side both have the right of way.

17.b12 A driver who pushes another driver while braking or cornering in order to widen the trajectory of the driver in front will receive a 5-second penalty. The race director has the right to assess the damage caused and increase the penalty.

17.b13 A driver who overtakes by hitting the opponent at the rear of the kart is committing an illegal overtaking manoeuvre.

17.b14 If, after completing an overtaking manoeuvre on the exit of a corner, a driver is on the inside and deliberately forces the driver on the outside off the track, the driver on the inside is committing an illegal manoeuvre.

17.b15 If, during an overtaking manoeuvre, the driver who is overtaking comes into contact with and obstructs the normal path/apex of the driver who is being overtaken, the manoeuvre will be noted by the Race Director. In the situation described, a penalty for 'bad overtaking manoeuvre' may be applied.

17.b16 If, during an overtaking manoeuvre, the driver overtaking at the exit of a corner finds himself alongside the driver being overtaken and intentionally forces the driver outside the track limits and/or obstructs the natural path of his kart, this manoeuvre will be noted by the Race Director. In the situation described, a penalty for 'bad overtaking manoeuvre' may be applied.

17.b17 Dangerous driving: it is strictly forbidden to leave the kart seat during one's driving turn: 30-second penalty.

17.b18 In case of failure to comply with SAFETY KART procedures, the driver will be penalised at the discretion of the race director.

WEIGHT INFRINGEMENTS 17.c

17.c1 In the event of a minimum weight infringement, the pilot will be penalised with:

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

and so on

17.c2 If the minimum weight violation is committed during the qualifying session, the penalty will be the cancellation of the time.

17.c3 If the minimum weight violation is committed during the weighing procedure at the end of the race, the penalty will be applied in the final classification.

17.c4 If a driver leaves the designated area without completing the weighing procedure, the team will be penalised with two penalty laps.

17.c5 In the event of returning to the pits at an inappropriate speed and in the event of a violent collision with the barriers at the pit entrance, the driver will receive a 10-second penalty.

RACE RULES VIOLATIONS 17.d

17.d1 Returning to the pits when the pit lane is closed will result in a 30-second penalty and the pit time will be counted. If a team returns to the pit lane when it is closed and refuels, it will receive a 30-second penalty and the pit time will not be counted in the total time. In the event of special conditions such as Safety Kart and Slow, the penalty imposed will be increased at the discretion of the DDG.

17.d2 Failure to comply with the minimum pit time will result in a 10-second penalty plus the time remaining to reach 60 seconds.

17.d3 Failure to comply with the maximum pit time will result in a 10-second penalty plus the time exceeding 330 seconds.

17.d4 Failure to comply with the total pit time (including penalties) will result in a penalty of 30 seconds plus the time remaining to reach the minimum total.

17.d5 Failure to change drivers will result in a penalty of 2 laps.

17.d6 Failure to comply with the minimum number of driving stints will result in a penalty of 5 laps.

17.d7 Failure to comply with the minimum or maximum time of use of the same kart will result in a penalty of:

10 seconds for every minute less than the minimum time of use of the kart

10 seconds for every minute more than the maximum time of use of the kart

Time is considered to be in excess: from 00:000 to 59:999 is considered 1 minute. From 01:00:000 to 01:59:999 is considered 2 minutes. And so on

17.d8 Failure to comply with the minimum time on the track will result in a 30-second penalty.

17.d9 Any team that blocks pit lane exit operations will receive a 30-second penalty.

17.d10 Any attempt to change lanes (refuelling - driver change - change option) that causes impediments during pit procedures will be penalised with a 10-second penalty.

17.d11 Any attempt to change karts, whether deliberate or not, contrary to the instructions given by the staff in the Change Option lane, will result in a 30-second penalty and the display of the black flag with an orange disc by the Race Director, forcing the driver to return to the pits and change karts again. The subsequent mandatory kart change will not be counted towards the total number of Change Options.

Should a driver be forced to take a kart other than the one indicated by the staff due to objective problems or impediments, the race director reserves the right to consider any exceptions.

17.d12 Failure to comply with the minimum or maximum number of Change Options will result in a penalty of 5 laps for each Change Option missing from the minimum number of Change Options or exceeding the maximum number of Change Options.

Example 1: If a team has made 1 Change Option at the end of the race, it will receive a penalty of 5 laps in the timing system (as one Change Option is missing to reach the minimum number of 2).

Example 2: If a team has made 8 Change Options at the end of the race, it will receive a 10-lap penalty in the timing system (as two Change Options exceed the maximum number allowed of 6).

18. CLAIMS

Complaints submitted to the Adjudicating Board in **writing and signed with the €50 deposit.**

Any refusal will be final.

Complaints may be lodged throughout the duration of the race and in any case no later than 10 minutes after the chequered flag. After that no protest will be considered and the classification will be frozen. It is possible to lodge a protest by submitting video evidence in your possession to the panel of judges, highlighting the offending stage(s).

The complaint procedure is as follows :

- Go to the secretariat and request the appropriate form and pay the deposit.
- Fill in the form in all its fields.
- Select the highlights of any video evidence in your possession to hand over to the DS.
- The DS will make his assessment.
- The irrevocable decision will be published
- If the complaint is upheld, the deposit will be returned, if the complaint is rejected, the deposit will not be returned.

19. RACE DIRECTOR AND SAFETY COMMISSION

Each event will be directed by a Safety Commission consisting of a race director, a sports director and two staff members. The race staff also includes marshals in the parc ferme dedicated to weight control and other activities.

Any penalty or offence may be reviewed by the Safety Commission and at its sole discretion.

20. EVENT RANKING

Race Ranking

The winning team will be the one that has completed the most laps by the end of the final hour of the race. The chequered flag will be waved once the leading team crosses the finish line, at any time after the race time has elapsed.

Example (of a 24-hour race): if the team leading the standings crosses the finish line at 23:59:59, the chequered flag will not be waved and the team must therefore complete the final lap. If the team leader crosses the finish line at 24:00:01, the chequered flag will be waved and the race will be concluded.

In the event that two or more teams have completed the same number of laps, an overall ranking will be generated based on the time gaps between them.

Event Ranking

At the end of each race, a provisional score will be calculated, with one point awarded to each participating team; for example:

based on 30 registered teams, first place will receive 30 points, second place 29, third place 28, and so on. The team with the highest total points from Race 1 and Race 2 will be declared the winner.

The points scored by each team, based on the overall standings, will be included in a daily ranking comprising the sum of the points scored in Race 1 and Race 2.

The winner of the event will be the team that has scored the most points at the end of the two races and within its own category.

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

Bonus points for pole position and fastest lap will be awarded in the final event standings as follows:

Pole position: The fastest time set in the qualifying session and within the team's category

Fastest lap: The fastest lap of the race achieved overall (across both Race 1 and Race 2) and within the team's category

For the purposes of the championship standings, points will be awarded based on the final daily standings.

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

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.

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.

***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