

REGULATIONS SPRINT RACE

THE FINALS 2026



UPDATE

THE FINALS

13-14-15 NOV 2026
CIRCUIT INT. D'ABRUZZO - ORTONA CH

WIN & GO TO:

WINNER ENDURANCE **RONE** CHAMPIONSHIP
FULL SEASON 2027

WINNER SPINT **Revo** CHAMPIONSHIP
FULL SEASON 2027

IRK PROMOTION
PROMOTED BY **tykart**

HOST CIRCUIT
CIDA **TOP FUEL ORTONA**

ENDURANCE & SPRINT

GENERAL REQUIREMENTS

IRK PROMOTION is the promoter of THE FINALS 2026 event.

TBKART SRL is the organiser of the event called THE FINALS 2026 .

These regulations are specific to THE FINALS 2026 event. No specific rules can be applied without the approval of the promoter and the organiser.

The event is structured with the full rent 'Arrive & Drive' formula with a fleet of karts of the dedicated rental type.

Any participant with the necessary documentation and equipment will be allowed to take part.

These regulations are approved by the organiser.

The organiser reserves the right to amend these regulations at any time. If necessary, such changes will be communicated to participants as soon as possible and cannot be contested.

VERSION	APPROVED
1.0	01/01/2026
2.2	15/07/2026

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RULES TABLE (quick info)

DRIVERS ADMITTED	MINIMUM AGE 12 YEARS OLD*
KART	TB KART R-MAX ROTAX 2 STROKE 125 c.c.
POWER	23 HP
CATEGORIES	JUNIOR -SK1
QUALIFYING	HOT LAP
HEATS	3 HEATS - 8 MINUTES + 1 LAP
REPECHAGE	8 MINUTES + 1 LAP
JUNIOR FINAL	15 MINUTES + 1 LAP
THE FINAL	20 MINUTES + 1 LAP
KART DRAW	RANDOM

PENALTY TABLE (quick info) - see pt 14

JUMPSTART	10 SECONDS
NON-ALIGNMENT IN THE START	3 SECONDS
NON-RESPECT OF DISTANCE IN STARTING PROCEDURE	3 SECONDS
UNDER WEIGHT	LAST POSITION IN GRID
DANGEROUS DRIVING	30 SECONDS (JUDGMENT OF THE RD)
CUTTING OF TRACK	DISQUALIFICATION (JUDGMENT OF THE RD)
WRONG WAY	DISQUALIFICATION FROM EVENT
NOT WEIGHTING	DISQUALIFICATION FROM SESSION
DANGEROUS PIT ENTRY	10 SECONDS
RACE CONTACTS	JUDGMENT OF THE RD
NON-COMPLIANCE WITH STARTING PROCEDURES	PENALTY (SEE PT 14)

1. REGISTRATION

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

Category : **JUNIOR**

The price for the event is **485,00 €**

Categorie : **SK1**

YOUNG - SENIOR - MASTER - EXPERT

The price for the event is **485,00 €**

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

2. ETHICAL CONDUCT

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

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

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

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

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

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

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

3. PROGRAMME

Thursday 12 November 2026

- Optional free practice

Friday 13 November 2026

- Registration office open
- Briefing
- Official free practice
- Heat 1
- Heat 2

Sunday 15 November 2026

- Warm up
- Heat 3
- Repechage SK1
- Final Junior
- Final SK1

4. KART

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

5. REQUIREMENTS AND DOCUMENTATION

All drivers aged 12 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 disclaimer

6. CATEGORIES

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

- **JUNIOR** (12 years old* - 14 years old*)
- **YOUNG** (15 years old** - 17 years old)
- **SENIOR** (18 years old* - 29 years old)
- **MASTER** (30 years old - 39 years old)
- **EXPERT** (over 40 years old)

* A driver who will turn one year of age during the 2025 season may register in the higher category or in the category to which he/she belongs (e.g.: a driver who will turn 12 in May may still participate in the March and April events by registering in the Junior category.)

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

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

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

7. WEIGHTS AND BALLASTS

Category Junior : **minimum 70 kg**

Category SK1 : **minimum 85 kg**

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

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

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

The ballast weights available are:

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

8. BRIEFING AND KART DRAW

The briefing is compulsory for all drivers. A driver absent from the briefing will be penalised with 5 positions on the grid for the pre-final.

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

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

Kart draw: the karts will be drawn at random, for each track entry, according to the procedure that will be described in the briefing. The karts will be assigned randomly in each driving session (qualifying, heats, and final) in order to guarantee all drivers equal opportunities in the competition. If a kart has any performance deficiencies, the technical staff will intervene in order to ensure the fairness of the karts' performance.

9. FORMAT

The event is structured :

- Official free practice
- Hot Lap Qualifying
- Heat 1
- Hot Lap Qualifying
- Heat 2
- Hot Lap Qualifying
- Heat 3
- Repechage (only Sk1)
- Final

Group assignment

Each driver will be assigned a group A,B,C,D, etc. by random draw. Once the group has been assigned, the various drivers will take to the track for their official free practice and 'hot lap' qualifying session.

Official Free Practice: 8 minutes

On Friday 10 July, official free practice sessions will be held from 15:00 onwards as part of the day's programme.

Each driver will be obliged to present himself at least 10 minutes before the start of his session.

Any driver not present at the official start of the session will be considered as a non-starter and will not be allowed to take part in the session.

A driver not starting in the official free practice session will be considered as last in the general qualifying classification, as he did not take part in the session.

If a driver stops in the 'Repair Area' or in the 'Finish Park', this stop will be definitive. It will not be possible to restart unless otherwise indicated by the organisers.

HOT LAP Qualifying: 1 lap

The Hot Lap qualifying session is scheduled for each heat and each group, and will determine the starting grid for each heat.

Upon entering the track for their session, the race director will signal the official start of the HOT LAP by waving a green flag at the finish line.

Each driver will have just one timed lap to set their best time.

During the session, for any driver who has crossed the start/finish line for their HOT LAP, the timed lap will be considered valid and official regardless of the circumstances.

In the event that two or more drivers record exactly the same HOT LAP time, the best time achieved in the official free practice session will be used to determine the best position.

Any driver who slows down significantly, creates dangerous situations or comes to a stop on the track may be penalised by the DDG with a time penalty, up to and including the cancellation of all times set during the qualifying session. Any driver who improves their lap time whilst passing through a sector under yellow flag conditions or in the event of a full-course yellow may be penalised by the DDG with a time penalty, up to and including the cancellation of all times from the qualifying session.

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

If several drivers do not take part in the HOT LAP session, their positions will be decided by a draw.

Qualifying Heats 1,2,3 : 8 minutes + 1 lap

Each driver will have three qualifying heats to accumulate the necessary points to establish the general ranking before the FINAL.

Points will be awarded for each qualifying heat.

The points awarded will make up the provisional ranking for the day and the general ranking before the FINAL (see pt. 17).

Heat 1

The timing system will randomly assign participants to their respective groups.

Heat 1 is an 8-minute race plus 1 lap, at the end of which the rankings will be drawn up based on the order of finish (net of penalties).

Heat 2

Upon completion of all heats 1, a provisional ranking will be drawn up including all scores (standard + bonus) obtained by each driver. In case of a tie in points, the best qualifying time will be taken.

The groups will be reassigned according to the scheme described:

Example on a base of 4 groups A,B,C,D

1st place overall provisional ranking : Assignment of group A for heat 2

2nd place overall provisional ranking : Assignment of group B for heat 2

3rd place overall provisional ranking: Assignment group C for heat 2

4th place overall provisional ranking: Assignment group D for heat 2

5th place overall provisional ranking : Assignment of group A for heat 2

6th place overall provisional ranking : Assignment of group B for heat 2

7th place overall provisional ranking: Assignment group C for heat 2

8th place overall provisional ranking: Assignment group D for heat 2

Once the allocation process is complete, the hot lap qualifying sessions for each group will begin, followed by the start of Heat 2, with the starting grid determined by the hot lap qualifying results.

Heat 2 is an 8-minute race + 1 lap at the end of which the classification will be drawn up according to the order of finish (net of penalties).

Heat 3

Upon completion of all heats 2, a provisional ranking will be drawn up including all scores (standard + bonus) obtained by each driver. In the event of an equal number of points, the best qualifying time will be taken.

The groups will be reassigned according to the scheme described:

Example on a basis of 4 groups A,B,C,D

1st place overall provisional ranking : Assignment of group A for heat 3

2nd place overall provisional ranking : Assignment of group B for heat 3

3rd place overall provisional ranking: Assignment group C for heat 3

4th place overall provisional ranking: Assignment group D for heat 3

5th place overall provisional ranking : Assignment of group A for heat 3

6th place overall provisional ranking : Assignment of group B for heat 3

7th place overall provisional ranking: Assignment group C for heat 3

8th place overall provisional ranking: Assignment group D for heat 3

Once the allocation process is complete, the hot lap qualifying sessions for each group will begin, followed by the start of Heat 3, with the starting grid determined by the hot lap qualifying results.

Heat 3 is an 8-minute race + 1 lap at the end of which the classification will be drawn up according to the order of finish (net of penalties).
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The author of the fastest lap in each heat will get 3 extra points.

Repechage: 8 minutes + 1 lap

On completion of all three heats by each group, an overall ranking will be drawn up which will give access to the final and or repechage according to this scheme

the first 25 drivers of the general ranking will have direct access to the final. From 26st place up to 51th place, they will have the possibility to participate in the repechage. In case of a tie in points, the best qualifying time will be taken.

The repechage is a 8 minutes + 1 lap race at the end of which the top 3 finishers will enter the final.

The repechage starting grid is given by the order of the general ranking: e.g.

26st place in the final ranking: he will start first in the repechage

27nd place in the final ranking: starting second in the repechage

28rd place in the final ranking: he starts third in the repechage

29th place in the final ranking : starting fourth in the repechage
and so on

The repechage is a 8 minutes + 1 lap race at the end of which the top 3 finishers will enter the final (net of penalties).

The organisers reserve the right to change the number of drivers eligible for the final at any time, by repechage

Final: 20 minutes + 1 lap

The entry mode (and grid) of the final will be the result of the sum of the points obtained by each driver over the event. In the event of an equal number of points,

the best qualifying time will be taken. For example, on a base of 60 drivers, the starting grid will be formed as follows in order :

- 1st to 25th in the provisional ranking
- 26st to 28th in the repechage order of arrival.

The winner of the event will be the one who crosses the finish line first (net of penalties).

The organisation reserves the right to change the number of drivers participating in the final at any time.

10. STARTING GRID

Qualifying

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

Heats

The starting order will be determined by the results of the Hot Lap qualifying session for all three heats

Final

The starting order will be determined by the position obtained in the general ranking, basing the starting grid on the best score, e.g. :

The first 25 places of the general ranking, and the first 3 places of the repechage will go directly to the final.

The starting order will be based on the general ranking and the order of arrival of the repechage, e.g. :

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

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

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

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

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

First place in the repechage : twenty-sixth place in the final

Second place in the repechage : twenty-seventh place in the final

Third place in the repechage : twenty-eight place in the final

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

Example :

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

In the event of a tie, the best time obtained in qualifying will be taken into account.

Example :

Driver Mario Rossi and driver Luigi Bianchi, at the end of the qualifying heats both have a score of 100 points and both obtained two first places. In their respective qualifying heats, driver Mario Rossi obtained a best time of 1:01:000 and driver Luigi Bianchi obtained a best time of 1:01:500. Starting on pole position was driver Mario Rossi as he set a faster lap time than Luigi Bianchi.

11. STARTING PROCEDURE

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

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

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

The start procedure starts as soon as the Clerk of the Course or his Deputy, or designated Starting Official, indicates with the green flag that the karts can take the start and leave the Parc Fermé (understood as entry to the track). Once they have entered the track, the drivers are "under the orders of the Race Director" and may no longer receive any assistance. A driver who has not presented himself on time to the Clerk of the Course's orders with his kart in working order may only leave the Gathering Area by order of the Clerk of the Course or the Official in charge.

The drivers, once out of the track entrance gate, will start the reconnaissance lap.

During the formation lap each driver must maintain his grid position, should a driver occupy another driver's position without any right, he will receive a penalty at the discretion of the DDG.

If a driver stops for any reason during the formation lap, he will not be allowed to restart before being overtaken by the entire group. He will restart at the rear of the formation. If he attempts to start at the front of the group, the black flag will be shown and he will be excluded from the race.

It is forbidden to use any route other than the one used during the race to regain one's position. In case of rolling starts, the driver lagging behind will have the opportunity to regain his grid position only if this manoeuvre will not hinder the other drivers, and in any case before reaching the Red Line which will be materialised on the track, equipped with timing loops and indicated by the Race Director during the briefing. In case of a standing start, the delayed driver will have the opportunity to regain his grid position until the red start light comes on.

If a driver is deemed to have been blocked as a result of an error by another driver, the Race Director may either interrupt the formation lap and restart the Starting Procedure on the basis of the original grid, or allow the blocked driver to recover his position.

Each circuit will have, on the starting straight, two 2 metre wide lanes delimited by white lines. These lanes will be painted from the start line to 110 metres before. A yellow line must be placed 25 m before the start line. For rolling starts, this yellow line will also be materialised by soft cones (1 cone on each side of the track).

The Clerk of the Course will give the start signal as soon as he considers the formation satisfactory. (by switching off the traffic lights or by a flag)

In the event of repeated false starts or incidents during the formation lap(s), the Clerk of the Course or the Judge of Fact may interrupt the start procedure by means of the red flag and inform the Stewards, who will be authorised to impose a penalty on the drivers concerned. A new procedure will start immediately or within 30 minutes, depending on the circumstances. The starting grid will be the same as the initial procedure. All drivers present in the start area or repair area before the interruption of the procedure will be allowed to take the start of the new Formation Lap.

Any attempt to anticipate or delay the start and any kart leaving the track before the official start will be penalised.

Overtaking is allowed as soon as the race director makes the start official (i.e. lowering the flag or turning off the lights).

An early start is considered to have occurred when a driver leaves the channels and overtakes his opponent before the official start of the race director.

A driver who is not aligned in the channels at the start will receive a penalty. It will be the responsibility of the Race Director to judge this manoeuvre and impose any penalties.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

13. SUSPENSION OF A RACE OR SESSION

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

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

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

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

If the signal is given to suspend track activity:

During qualifying : all karts must immediately reduce speed and return slowly to the Parc Fermé, and all karts abandoned on the track must be removed; practice will be resumed as soon as possible to respect the original programme.

During the race

all karts must immediately reduce speed and return to the Parc Fermé.

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

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

If the race is stopped when at least 75% (rounded up to the nearest lap) of the scheduled duration has been completed, the race can be considered as finished.

14. PENALTIES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

15. COMPLAINTS AND REPORTS

Complaints :

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

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

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

The complaint procedure is as follows :

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

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

Reporting :

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

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

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

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

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

16. RACE DIRECTION AND SAFETY COMMISSION

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

- Sports Director
- 2 staff members

The race staff also includes marshals in the parc ferme dedicated to weight control and other activities.

Any penalty or offence may be reviewed by the SAFETY COMMISSION.

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

- Sports Director
- 2 staff members

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

17. TABLE POINT

The following tables show the points awarded for each qualifying session and heat.

If a driver does not start in a heat, they will receive 0 points.

If a driver retires from their heat or final, they will be awarded the points corresponding to last place. In the event of multiple retirements, the driver who has covered the shortest distance will be placed last.

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

TABELLA PUNTEGGI / TABLE POINTS

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

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

TABELLA PUNTI HEAT / HEAT POINTS

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

18. NATIONS CUP

The Nations Cup is a trophy awarded to the winning nation of THE FINALS event, based on the following criteria:

all drivers from the same nation will compete for the Nations Cup. At the end of the event, the two drivers from each nation who have achieved the highest scores will be selected. The winning nation will be the one that achieves the highest total score by adding together the points of its two best drivers.

19. EVENT RANKING

The event will see a ranking, for access to the finals, composed as follows: sum of the scores obtained from heats, fastest laps and pole positions.

The overall winner of the event is the one who crosses the finish line in first position in the final (net of penalties).

20. AWARDS

The prize-giving ceremony will take place at the end of the event.

NATION CUP

Prizes will be awarded to the two riders from the same country who, when their scores from the event are added together, have achieved the highest total.

THE FINALS

Prizes will be awarded to the top three finishers in the JUNIOR final, and to the top five overall in the SK1 category. In the SK1 category, prizes will also be awarded to the best YOUNG, the best SENIOR, the best MASTER and the best EXPERT, based on the final ranking, which comprises the total of all points scored during the event. Any rider who does not attend the ceremony is not entitled to collect their prize at a later date. All riders are required to attend in their racing kit.

The prize for the overall winner of the Junior category is a full season in the 2027 R-MAX Championship.

The prize for the overall winner of the SK1 category is a full season in the 2027 R-EVO Championship.

21. PUBLICATION PHOTO AND VIDEO

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

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

22. VIDEO CONTROL

Each kart will be equipped with a video camera, provided by the organisers, which will film the race phases. Each video camera will be placed in the spot chosen by the organisers and will be the same for all karts. Each video camera will be provided with an identification number which will be used by the driver when claiming. (see point 15 of the RPG). It will not be possible to touch and/or modify the camera by the driver, under penalty of disqualification from the session.

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

23. 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.

24. DAMAGE COVERAGE

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

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

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

***The race direction and IRK Promotion organization reserve the right to consider any special or miscellaneous exceptions.**

THESE REGULATIONS ARE ACCEPTED FROM THE MOMENT PARTICIPATION IS ENTERED VIA THE SPECIFIC FORM ON www.irkpromotion.com