

25H 2020 - SPORTING REGULATIONS

Art. 1 – Introduction

These general sporting regulations will make sure the race will be run in excellent conditions with the highest possible equality of chances! Keep in mind that good luck & bad luck is a part of racing!

Art. 2 – General Information

- 2.1 Track: KARTING EUPEN
Industriestrasse 37
4700 Eupen
BELGIQUE
Tel: +32 87 31.32.33
What's App: +32 477 31.32.33
E-Mail: events@experience-factory.be
- 2.2 Karts: ProKarts Sodikart GT4R – 13HP – Aug 2018

Art. 3 – Race regulations

- 3.1 Official Language
Due to the international nature of the events, only the English version of these Sporting Regulations will be decisive in case of controversial interpretation.
The versions in other languages are only made for your comfort.
- 3.2 You can find everything that is approved in these regulations, all the rest is forbidden
- 3.3 Trough your participation in one or more of these events you accept
- These sporting regulations
- The general regulations of Karting Eupen
- The authority of the race director(s)
You confirm to follow the regulations strictly.
- 3.4 The goal of these sporting regulations is to make sure that during the event there will be a very sportsmanlike behavior and a maximum equality of chances.
The race direction has the possibility to make changes to these sporting regulations as long as these basic principles are respected.
- 3.5 Briefing before each event is mandatory for all team managers!

Art. 4 – Admission Conditions

- 4.1 Every driver who enters one of the races needs to have at least a gold license (more info on our homepage: www.karting-eupen.com) showing that the driver is able drive below a certain quota at 85kg with our usual Racing karts (GT4R)
- 4.2 Participating is forbidden for:
- Light persons who don't have experience driving a weighted kart
 - Persons with anemia, heart, lung or back problems
 - Persons who lost their consciousness the last 5 years unexpectedly
 - Pregnant women
 - Persons with more than 0.05 milligrams/100 millimeters per blood sample
 - Persons under the influence of drugs
- 4.3 There is no age limit. Nevertheless, all drivers need to be able to drive at 85kg with an adult kart.
- 4.4 When the race starts, the diver cannot switch teams.
If one team, during the event, doesn't have enough drivers (physical issues) to finish the race, the race director can exceptionally allow a driver from another team to drive for that team. But it has to be validated by the race director and that team would be considered as outside of the ranking.

Art. 5 – Timing

Timing	Description
25/09 - 18h30	Briefing « The Essentials » with Team Manager EN
25/09 - 19h00	Briefing « The Essentials » with Team Manager FR
25/09 - 19h30	Briefing « The Essentials » with Team Manager DE
25/09 - 20h00	Briefing « The Essentials » with Team Manager NL
25/09 - 21h00 – 23h30	2,5h Training session
25/09 - 24h00	End of all administration and payments
26/09 - 09h45	Team presentation
26/09 - 10h20	Kart Draw
26/09 - 10h45	1 lap qualification
26/09 - 10H55	Gridding (driver change is not allowed during the process)
26/09 - 11h00	Start of the race
27/09 - 00h00	Dark Mode
27/09 - 05h00	End of Dark Mode
27/09 - 12h00	End of the race

Art. 6 – Racing Equipment

- 6.1 General equipment instructions
- You must wear a helmet with visor. The helmet must be closed
 - You must wear gloves
 - It's forbidden to wear a scarf or other loose clothing which may hang out behind the kart.
 - Long hairs must be tucked inside the helmet
 - It's forbidden the wear open shoes or shoes with high heels
- 6.2 We recommend drivers to wear the following racing equipment:
- Gloves
 - Rib protectors
 - Neck protectors

Art. 7 – Team category

- 7.1 In order to compare teams of the same level, we created two categories.
- PRO :** If more than 1/2 race duration is done by one or several driver, the team is considered as Pro Team.
- PRO-AM :** If no more than 1/2 race duration is done by one or several driver, the team is considered as Pro-Am Team.
- 7.2 The race director will use the following criteria, as a guideline, to determine if a driver is considered platinum or not:
- all drivers being in the same second as the leader, of an official race, are considered as Platinum drivers! (min 3 laps in one sprint). Drivers being above that second are Gold drivers.
 - all drivers participating to a heavy category race (ie. 95kg) being at 1,5 second of the 85kg leader are considered as Platinum! Drivers being above that 1,5 second are Gold
- These are only guidelines, the final decision will be made by the race director, in the best interest of the race.
- 7.3 The non-exhaustive list of platinum driver can be found on the facebook group page : "Gold driver > Karting Eupen"
- 7.4 The team number draw will be done on Wednesday 23/09/20.
The PRO-AM category will receive the lowest numbers, followed by the teams in the PRO category. This team number will stay with during the entire race.

Art. 8 – Weight

- 8.1 Qualification need to be done at minimum 85kg.
- 8.2 A stint is a relay between two changes of kart. The complete stint needs to be done at the same weight.
- 8.3 All teams will have to make 18 stints* during the 25hrs :
- PRO : 12 stints at 85kg and 6 stints at 95kg.
 - PRO-AM : 9 stints at 85kg and 9 stints at 95kg.
- 8.4 Each team is free to organize their 85kg & 95kg stint as they want but the requested stint numbers of its category need to be respected.
- 8.5 Each team will have to identify clearly at what weight they are currently driving by a fluo armband (provided by Karting Eupen). The armband needs to be used for every 95kg stint.
- 8.6 On a screen you will also have the possibility the follow the stints, with the specific weight, done by every team.
- 8.7 Who needs to do a weight control?

All drivers (incl. equipment & weight) need to weigh at all times the weight of the weight category he chooses. The control is after each driver change!

During the weighing procedure there are no other persons allowed, not even to help put the weights on the balance. There will be Marshalls to help drivers with a lot of weight!

- 8.8 Ways to make your kart heavier

Drivers who weigh less than their weight category (equipment included) have 2 possibilities to make their kart heavier:

- They can put weights (who are at your disposal) in the weight boxes of the kart. We have weight blocs of 2,5kg - 5kg and 10kg. With a maximum of 30Kg.
- They can also use their own lead. This lead needs to be in one piece and be attached to the kart if more than 10kg.

* Number of stint depends on the number of participating teams. 8.3 is based on 17 participating teams.

Art. 9 – Karts

- 9.1 1 type of kart
Pro Karts: 13HP Sodikart
- 9.2 Spare parts, lubricants, and any type of work on the karts by driver or team members are forbidden, including tire pressure adjustments. There are no chemical, thermal or mechanical enhancing methods allowed on the tires.
- 9.3 If a kart has a mechanical problem it will be repaired and as soon as possible put back in rotation, as it was meant to be! Eventual kart switches will be announced!

Art. 10 – Planned Kart Changes

- 10.1 What will be considered as planned kart change?
For minimizing the impact of having a bad or a good kart during a race, every team will drive every kart. This will offset any advantage/disadvantage coming from the karts.
- 10.2 Overnight our team will put the most equal karts inline and give them letters from A to AB. A letter draw will be done before the start of the qualification. The first driver of the team needs to take place in the kart with the letter that has been drawn. Our team will put your Team Number on it.
- 10.3 Kart change during the race
On track, a steward will have a panel on which a number will be indicated. This number represents the kart # which needs to immediately pit in. If the driver voluntary misses the pit, a warning will be given to that team.
- 10.4 The kart change will all use the following procedure:
1. You drive in the pit in a controlled way.
 2. Our software detects automatically that you are in the pit and how long you are there.
 3. You have to drive slowly in the direction of the steward:
 - You stop behind your next planned kart
 - You exit from the kart will all your equipment (weight, seat,...)
 - You go on the balance for the weight control
 - You can next sit in your following kart and wait the steward green light before starting
 4. If another driver of the team takes the following stint, this driver can seat inside the next planned kart once the refueling is done. You need to wait the steward green light before starting.
 5. Dangerous & exaggerated speeding in the pit area is strictly forbidden! The more, because there is nothing to gain at all
 6. Near the exit of the pit you will see an LCD screen with the following information:
 - Your Kart number
 - Your name
 - The time you are in the stands (going up)

7. You can go on the circuit after the minimum pit-stop time of 30 seconds is reached.
 8. You are allowed to exit the pit earlier than the driver that entered the pit before you. But you can never block or delay the exit of this driver! If it comes to a point that you want to exit at the same time, even if you are ahead, the driver that entered the pit first has priority and can never be delayed!
 9. Blocking the pit exit for other drivers is strictly forbidden! Drivers who enter the pit for mechanical problems or other reasons will have to enter the dedicated zone for them in the pit. There it will be impossible to block or delay other drivers during their pit-stop!
 10. If two pilots at the same time leave the pit and one of them blocks "involuntary" the other one, it will always be the one who entered the first in the pit who will have the priority.
 11. The "voluntary" or "involuntary" blocking the pit exit is left to the appreciation of the stewards
 12. Drivers who enter the circuit never have the priority on circuit.
- 10.5 Only the in-driver and the out-driver have access to the stands on the moment of the pit-stop with driver change. The team manager (he will have a special bracelet) also has access to the pit-area but only to pass strategic information. We strongly advise team managers to keep away from the weight control zone and to make sure he can't be accused of cheating with weights!

Art. 11 – Unforeseen Kart Change

- 11.1 What will be considered as a reason to switch karts?
 There is a very simple rule: If the mechanic judges that it will be impossible to finish the next race with that kart, your kart will be considered as a kart with a good for switching! If your kart has small problems (little cracks in the seat etc), you most likely need to continue driving this kart.
 Please take into account that mechanics can make mistakes and are no fortune-tellers.
- 11.2 Kart change in case of "not good enough" during qualification
 It's impossible to change karts if you think the kart is not good enough. Even if your lap times are 3 seconds slower than your regular lap times! And you can't indicate what the problem exactly is, your kart won't be switched!
- 11.3 Kart change during qualification
 If you think you have a valid problem (See point 9.1) after the qualification you can ask a mechanic to look at the problem. If he confirms the problem you will get a new but cold kart and you can keep the position made with the first kart.
- 11.4 Kart change in case of "not good enough" during the race
 It's impossible to change karts if you think the kart is not good enough. Even if your lap times are 3 seconds slower than your regular lap-times! If you can't indicate what the problem exactly is, your kart won't be switched!
- 11.5 Kart change during the race
 If you think you have a valid problem (See point 9.1) during the race, you can enter the pit and go to the special kart-switch area!

You can ask a mechanic to look at the problem. If he confirms the problem you will get a new but cold kart.

Please don't panic and stay 60sec, if necessary 120sec in the pit! You will receive 1 or 2 bonus laps to compensate the loss of time! You will still lose precious seconds, but not more than that!

- 11.6 Race direction and mechanics will survey the lap-times of the karts! It is possible that they will do a kart check-up. Then again, if the problem is not severe enough and can continue racing it will stay in the race!
- 11.7 Don't forget: Endurances are won by getting the most out of every kart and not by complaining you don't have the best kart every time!

Art. 12 – Pit-Stop

- 12.1 During the race (excl qualification), all teams need to process minimum 25 "Pit-Stops" incl. the 17 mandatory « Pit-Stops » for kart change.
- 12.2 During the Training, pit stop needs to last min. 30 seconds (for safety reason). If you are too fast in the pit, these penalties will be applied:
 - 1 time : warning
 - 2 times : start the race from the last position
 - 3 times and more : 1 lap penalty per extra speeding violation.

During the race, each pit stop needs to last minimum 30 seconds for all "Pit-Stops" but in total, the sum of each "Pit-Stop" needs to reach 1025 seconds.

- 12.3 Visibility of the « Pit-Stops »
The last « Pit-Stop » done by each team but also the current total of the « Pit-Stops » will be posted on the screens.
- 12.4 The pit-stops will all use the following procedure:
 - 1. You drive in the pit on a moment of your choice in a controlled way.
 - 2. Our software detects automatically that you are in the pit and how long you are there.
 - 3. Near the exit of the pit you will see an LCD screen with the following information:
 - Your Kart number
 - Your name
 - The time you are in the stands (going up)
 - 4. Dangerous & exaggerated speeding in the pit area is strictly forbidden! The more, because there is nothing to gain at all!
 - 5. You can go on the circuit after the minimum pit-stop time of 45 seconds is reached.
 - 6. You are allowed to exit the pit earlier than the driver that entered the pit before you. But you can never block or delay the exit of this driver! If it comes to a point that you want to exit at the same time, even if you are ahead, the driver that entered the pit first has priority and can never be delayed!

7. Blocking the pit exit for other drivers is strictly forbidden! Drivers who enter the pit for mechanical problems or other reasons will have to enter the dedicated zone for them in the pit. There it will be impossible to block or delay other drivers during their pit-stop!
8. If two pilots at the same time leave the pit and one of them blocks "involuntary" the other one, it will always be the one who enters the pit first who will have the priority.
9. The "voluntary" or "involuntary" blocking the pit exit is left to the appreciation of the stewards
10. Drivers who enter the circuit never have the priority on circuit.
11. You can't finish the race with a pit-stop in the pit!

* Number of pit-stop and duration depends on the number of participating teams. 12.1 and 12.2 are based on 17 participating teams.

Art. 13 – Race direction

- 13.1 After +/- 12 hrs of race, the race direction will be changed.
- 13.2 The exact timing will be communicated at the latest before the start of the qualification
- 13.1 If the race direction needs to be changed during the race we will use the following procedure:
 1. The pit will be closed exactly 2 min before the leading kart goes on circuit
 2. This to ensure that there will be no teams in the pitlane on the moment the leading kart is on circuit!
 3. If one kart is still in the pitlane when the leading kart leaves the pitlane, this kart has to leave immediately and will receive 2 laps penalty. If this kart doesn't leave immediately, he will receive 5 laps penalty.
 4. The leading kart will pick up the team in leading position as soon as he arrives.
 5. Once the participants gathered, the leading kart will use the short-cut for changing the race direction.
 6. After the change of direction the leading kart will complete at least one complete lap before the race will be restarted at the starting line using the green flag.
 7. The pitlane will open again once the race is started

Art. 14 – Flags

FLAGS FOR SECURITY REASONS

- 14.1 Local yellow flag

A local yellow flag may be shown on a specific section of the circuit. It means there is an incident ahead: Marshals and/or drivers on the circuit, a stopped kart, something that will require extra attention! Be prepared to slow down and judge the situation! Depending on the situation we want you to act responsibly and safely!

If the race direction judges that the situation is dangerous and you chose to not slow down (we can see this in your lap-times), you will get a penalty.

We advise you to take these situations seriously!

Overtaking rolling karts is not allowed, even if they are very slow. You can however overtake standing karts!

- 14.2 Full circuit yellow flag & flashlights >>> neutralizing the race
If we have to neutralize the race (circuit repair, severe accident on circuit ...), the leading kart drives in front of the team in first position. You need to drive behind the leading kart without overtaking. You can overtake standing karts.
There are no karts allowed in the pit lane. Only in case of mechanical problems it is allowed to enter the pit lane if the race is neutralized.
- 14.3 Red Flag
If we have to stop the race (circuit repair, accident on circuit ...), we use the red flag. An immediate but safe stop is mandatory! If possible we stop the race before the driver in first position. The race will be relaunched by the safety kart.

FLAGS FOR RACE CONTROL

- 14.4 When does a driver gets a blue flag?

During a qualification a blue flag is given for drivers that are faster!
During the races blue flags are given for drivers that have a higher position and are convincingly faster. Even if you are faster than the driver in a higher position, you won't get a blue flag!
There will be no blue flag for a higher positioned driver if he is definitely slower than the driver before him with a lower position.
- 14.5 Fixed blue flag
Leaders are approaching from behind. Giving way is not yet required!
- 14.6 Waved blue flag
The driver that becomes this blue flag will need to make place for the leaders that are right behind him within 3 corners! There are situations possible that it simply takes longer, but this is up to the appreciation of the race direction! If it takes longer than 3 corners you will be risking a penalty.
- 14.7 White flag
A white flag will be used to inform we are entering in the last lap. This flag will be raised once the leader will cross the finish line and there is less than 3 minutes.
- 14.8 Chequered flag
Race Finish. The finish flag will always be given on the finish line!

FLAGS FOR AN UNSPORTSMANLIKE BEHAVIOUR

- 14.9 These flags are used to penalize unsportsmanlike behavior or other errors directly on circuit! Mistakes are human and can happen! But if you know you're wrong it's highly appreciated to make up for the error yourself. If you don't do this we can give you a warning, orange or black flag!
- 14.10 There are a maximum of mistakes you can make.

1 flag (warning/orange/black) = 1 mistake

You are allowed to do 2 mistakes for each 2hrs block in each race
The 3rd mistake will be translated to a black flag.
At the end of each block, we start from scratch.

14.11 Warning flag

This diagonal white & black flag is a warning, not more but also not less! However, your behavior will be supervised by race direction!

14.12 Orange flag

Your overtaking maneuver was not sporty enough. You need to return your position to the driver you passed even if this driver lost more positions. If it takes more than one lap you will get a black flag.
It's not allowed to do your pit-stop before returning your position. If you do this anyway a new penalty will follow!

14.13 Black flag

In case of a serious incident, the black flag will be shown immediately without any warnings or orange flags.

This is at least a time penalty. You need to enter the pit area!

If it takes more than one lap to go to the pit-area you will be disqualified of the race.

If there is no race direction present: You stay in the pit for at least 30 seconds, afterwards you can go back on circuit, by respecting the priority rules!

This is obvious that such a penalty has to be added to the total "Pit-Stop" quota you need to reach during that specific race.

If there is the race director present, he can decide, depending on their appreciation,

- To keep you longer in the pit
- To disqualify you from the event

Art. 15 – Driver's & Entourages behavior

15.1 Position Protection

Voluntarily protection of its place is allow during :

- the last hour for a race equal or longer than 12hrs
- the last 30min for a race shorter than 12hs.

If a driver protects its place before, he will receive a warning.

15.2 Race direction

As long as the conversation is respectful there is no problem to ask questions.

But there is an end to every discussion and that is when the race director considers there is no step forward anymore. It has no use repeating your problems time after time again!

Treating the race direction disrespectfully or violent will result into a disqualification of the event!

15.3 Entourage

Also the driver's entourage needs to be respectful at all times! They also risk to be denied access to the circuit during the event.

Art. 16 – Penalty

ON TRACK	PENALTY
16.1 Pushing without advantage	Warning
16.2 Bad „non violent“ overtaking	Orange
16.3 Bad „violent“ overtaking	Black
16.4 Overtaking during the formation lap	Black
16.5 Overtaking during yellow flag	Black
16.6 Not respecting the speed limit during the yellow flag	Black
16.7 Not respecting the orange flag after one lap	Black
16.8 Not respecting the blue flag within 3 corners	Warning
16.9 Not respecting the blue flag within 1 lap	Black
16.10 Not respecting the black flag within 1 lap (2 to 5 laps)	45 seconds extra in the stand per lap
16.11 Not respecting the black flag (more than 5 laps)	DO
16.12 Volunteering crashing a kart	DO
16.13 Underweight during the qualification	Start from the end of the grid
16.14 Position Protection	Warning

IN THE PIT	PENALTY
16.15 Pit Stop shorter than 30.00 sec during quali – 1 st time	warning
16.16 Pit Stop shorter than 30.00 sec during quali – 2 nd time	Start from last position
16.17 Pit Stop shorter than 30.00 sec during race	1 lap penalty
16.18 Speeding in the pit before the start of the pit timing	Warning
16.19 Speeding in the pit lane	Warning
16.20 Not respecting pit priority rules and delaying a driver	Warning
16.21 Non-Voluntary Blocking other karts to get out the pits	Black
16.22 Voluntary Blocking other karts to get out the pits	DO
16.23 Dangerous Pit Exit	Warning
16.24 Driving in the reversed direction in the pit	Black
16.25 Underweight during the race	1 lap penalty
16.26 Forgot weight in the kart - 1st time	Notification
16.27 Forgot weight in the kart - 2nd time etc.	Warning
16.28 Work on kart by driver - 1st time	Warning

16.29 Work on kart by driver - 2nd time etc.	DQ
16.30 Presence of the entourage (not team manager) in the pit – 1st time	Notification
16.31 Presence of the entourage (not team manager) in the pit – 2nd time etc	Warning for the supported team or Access forbidden
16.32 Presence of one driver without being a driver in/out in the pit – 1st time	Notification
16.33 Presence of one driver without being a driver in/out in the pit – 2nd time etc.	Warning
16.34 Presence of one kart when the leading kart leave the pitlane but leave the pit just behind the leading kart	2 laps penalty
16.35 Presence of one kart when the leading kart leave the pitlane without leaving the pit just behind the leading kart	5 laps penalty
16.36 one or more pit-stop too few	1 lap per missed pit-stop
16.37 rule of seconds quota not respected	1 lap per missed 20sec
16.38 Pit-stop in the last lap	1 lap penalty

NEXT TO THE TRACK	PENALTY
16.39 Unrespect full and/or aggressive behavior from a driver	DQ
16.40 Unrespect full and/or aggressive behavior from entourage	Access forbidden
16.41 Food or drinks (except water) taken from outside and consumed inside the complex - 1st time	Warning
16.42 Food or drinks (except water) taken from outside and consumed inside the complex – 2nd time etc.	1 lap penalty

Art. 17 – Awards

There will be awards for:

- Top 3 Teams PRO
- Top 3 Teams PRO-AM
- The team with the fastest Pit-stop
- The new team with best ranking , „Best New“
- The “fair play” team*
- The “team spirit” team*
- The “elegance team”*
- The „Best Team chef“**
- The „bad luck“ team**

Flowers for all the female drivers

*The fair play, team spirit & elegance award will be done based on the participating team survey.

** The bad luck & best team chef award will be given by the race direction.

Art. 18 – Rankings

The race will be considered for the SWS ranking.