

SPORTING REGULATIONS

Art. 1 – Introduction

These general sporting regulations will make sure the “12H by Night” 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: Sodikart GT4R – 13HP
- 2.3 Race Director: Regis BOVY
- 2.4 Team contact: Evelien BONNEUX

Timing	Description
14/05 - 18h15	Briefing « The Essentials » with Team Manager EN
14/05 - 18h45	Briefing « The Essentials » with Team Manager NL
14/05 - 19h15	Briefing « The Essentials » with Team Manager DE
14/05 - 19h45	Briefing « The Essentials » with Team Manager FR
14/05 - 20h15	End of all administration and payments
14/05 - 20h30	Team presentation
14/05 - 21h00	Kart Draw
14/05 - 21h20	30minutes practice session
14/05 - 21h50	1 lap qualification
14/05 - 21H55	Gridding (driver change is not allowed during the process)
14/05 - 22h00	Start of the race (Versa)
15/05 - 00h00	Dark Mode
15/05 - +03h00	Direction change Versa -> Vis
15/05 - 05h00	End of Dark Mode
15/05 - 10h00	End of the race

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 Through your participation 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 needs to have at least a gold license (more info on our website: <https://karting-eupen.com/pro-driver/discover/>) 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 race starts, a driver 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 – Racing Equipment

- 5.1 General equipment instructions
- You must wear a helmet with visor. The helmet must be closed
 - 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
- 5.2 We recommend drivers to wear the following racing equipment:
- Gloves
 - Rib protectors
 - Neck protectors

Art. 6 – Team category

- 6.1 In order to compare teams of the same level, we created two categories.
- PRO** : If more than 4 hours is done by one or several Platinum driver, the team is considered as Pro Team.
- PRO-AM** : If no more than 4 hours is done by one or several Platinum driver, the team is considered as Pro-Am Team.
- 6.2 These 4 hours are based on the time spent on track. All time spent in the pit doesn't count!
- 6.3 The race director will determine if a driver is considered platinum or not. In the best interest of the race, a category modification can be done (at any time of the race).
- 6.4 Both team categories will drive using the same race and weight regulations.
- 6.5 The driver category can be found on the facebook event page : "12H Night Race 2022"

Art. 7 – Weight & Stint

- 7.1 A stint is a relay between two kart changes. The complete stint needs to be done at the same weight.

- 7.2 During the race each team has to do 14 stints: 10 stints in 85kg and 4 stints in 95kg (Number of stint depends on the number of participating teams. 14 stints are based on 25 participating teams meaning that adaptation is still possible).
- 7.3 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.
- 7.4 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.
- 7.5 On a [Google sheet](#) you will also have the possibility to follow the stints, with the specific weight, done by every team.
- 7.6 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 or stint.

During the weighing procedure there are no other persons allowed, not even to help put the weights on the balance. Except drivers with more than 20kg

- 7.7 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.

Art. 8 – Karts & Kart Draw

- 8.1 1 type of kart
Pro Karts: 13HP Sodikart
- 8.2 You will drive an optimized number of different karts. Meaning we will make two Team groups. We will do our best to make sure that all the teams playing the podium in PRO are in “**Group A**” and all the team playing the podium in PRO-AM are in the “**Group B**”.

The group composition will be done on Friday 13/5/22.

- 8.3 2 series of karts will be made. The aim being to have a certain level of kart homogeneity between the two series. At the end, we will have the same number of good and less good karts in each series.
One series will be called « **Left** » and the other one « **Right** ».
- 8.4 We will put the selected karts in the left and right lane and give them letters from “Left A” to “Left N” and “Right A” to “Right N” (still based on 25 teams).
- 8.5 After the team presentation, we start with a draw to dedicate lane “**Left**” or “**Right**” to the “**Group A**” or the “**Group B**”. Then a letter draw will be done before the start of the qualification to determine which team starts in which kart of that lane. 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!
- 8.6 Depending on the final number of teams a timing that will determine when the kart changes start will be made (see Art.9).
This timing will be available at the latest before the start of the qualification!
- 8.7 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.
- 8.8 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!
- 8.9 FYI: The kart -number will always stay visible!

Art. 9 – Planned Kart Changes

- 9.1 What will be considered as planned kart change?
For minimizing the impact of having a bad or a good kart, we change regularly of kart. The planning of these kart changes will be announced before the start of the race.
- 9.2 Visibility of the kart change
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.
- 9.3 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 45 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 the 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 enter 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.
- 9.4 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 advice team managers to keep away from the weight control zone and to make sure he can't be accused of cheating with weights!

Art. 10 – Unforeseen Kart Change

- 10.1 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 stint with that kart, your kart will be considered as a kart with a good reason 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.

- 10.2 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!
- 10.3 Kart change during qualification
If you think you have a valid problem (See point 10.1) during 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.
- 10.4 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 switches!
- 10.5 Kart change during the race
If you think you have a valid problem (See point 10.1) 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 55sec, if necessary 110sec 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!
- 10.6 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!
- 10.7 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. 11 – Pit-Stop

- 11.1 During the race (excl qualification), all teams need to process minimum 17 “Pit-Stops” incl. the **13** mandatory « Pit-Stops » for kart change.
- 11.2 Each pit stop needs to last minimum 45 seconds but in total, the sum of each “Pit-Stop” needs to reach 850 seconds (= **14min 10 sec on scoreboard**).
- 11.2 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 a [Google sheet](#).
- 11.3 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 the 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 enter the first in the pit 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!

Art. 12 – Race direction

- 12.1 After +/- 5:30 hrs of race, the race direction will be change.
- 12.2 The exact timing will be communicated at the latest before the start of the qualification
- 12.3 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 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 direction change 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. 13 – Flags

FLAGS FOR SECURITY REASONS

13.1 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 responsible and safe!

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 serious!

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

13.2 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.

13.3 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

13.4 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.

13.5 Fixed blue flag (= information)

Leaders are approaching from behind. Giving way is not yet required!

Team being less well classified than you (more than 1 lap gap) but being faster than you. You can exchange the position but not mandatory.

13.6 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.

13.7 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.

13.8 Chequered flag

Race Finish. The finish flag will always be given on the finish line!

FLAGS FOR AN UNSPORTSMANLIKE BEHAVIOUR

13.9 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!

13.10 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.

13.11 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!

13.12 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!

13.13 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 **45 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. 14 – Driver’s & Entourages behavior

14.1 Position Protection

Voluntarily protection of its place is allowed but at a specific moment and a maximum number of times:

- When? during the last 30min of the first race direction (VERSA) and the last hour of the second race direction (VIS)
- How ? max 2 times per lap

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

14.2 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!

14.3 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. 15 – Penalty

ON TRACK	PENALTY
15.1 Pushing without advantage	Warning
15.2 Bad „non violent” overtaking	Orange
15.3 Bad „violent” overtaking	Black
15.4 Overtaking during the formation lap	Black
15.5 Overtaking during yellow flag	Black
15.6 Not respecting the speed limit during the yellow flag	Black
15.7 Not respecting the orange flag after one lap	Black
15.8 Not respecting the waved blue flag within 3 corners	Warning

15.9 Not respecting the waved blue flag within 1 lap	Black
15.10 Not respecting the black flag within 1 lap (2 to 5 laps)	45 seconds extra in the stand per lap
15.11 Not respecting the black flag (more than 5 laps)	DO
15.12 Volunteering crashing a kart	DO
15.13 Underweight during the qualification	Start from the end of the grid
15.14 Not respecting the Position Protection rule	Warning

IN THE PIT	PENALTY
15.15 Pit Stop shorter than 45.00 sec	1 lap penalty
15.16 Speeding in the pit before the start of the pit timing	Warning
15.17 Speeding in the pit lane	Warning
15.18 Not respecting pit priority rules and delaying a driver	Warning
15.19 Non-Voluntary Blocking other karts to get out the pits	Black
15.20 Voluntary Blocking other karts to get out the pits	DO
15.21 Dangerous Pit Exit	Warning
15.22 Driving in the reversed direction in the pit	Black
15.23 Underweight during the race	1 lap penalty
15.24 Forgot weight in the kart - 1st time	Notification
15.25 Forgot weight in the kart - 2nd time etc.	Warning
15.26 Work on kart by driver - 1st time	Warning
15.27 Work on kart by driver - 2nd time etc.	DO
15.28 Presence of the entourage (not team manager) in the pit – 1st time	Notification
15.29 Presence of the entourage (not team manager) in the pit – 2nd time etc	Warning for the supported team or Access forbidden
15.30 Presence of one driver without being a driver in/out in the pit – 1st time	Notification
15.31 Presence of one driver without being a driver in/out in the pit – 2nd time etc.	Warning
15.32 Presence of one kart when the leading kart leave the pitlane but leave the pit just behind the leading kart	2 laps penalty
15.33 Presence of one kart when the leading kart leave the pitlane without leaving the pit just behind the leading kart	5 laps penalty
15.34 one or more pit-stop too few	1 lap per missed pit-stop
15.35 rule of seconds quota not respected	1 lap per missed 20sec
15.36 Pit-stop in the last lap	1 lap penalty

NEXT TO THE TRACK	PENALTY
15.37 Unrespect full and/or aggressive behavior from a driver	DO
15.38 Unrespect full and/or aggressive behavior from entourage	Access forbidden

Art. 16 – Awards

- 16.1 There will be awards for:
- Top 3 Teams Pro
 - Top 3 Teams Pro-Am
 - The team with the smallest total Pit-stop time
 - 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. 17 – Rankings

- 17.1 SWS
The 12h will be considered for the SWS ranking.