



RENTAL KART

WORLD CONTEST



**OFFICIAL
REGULATIONS**

LIGNANO SABBIA D'ORO (ITALY),

OCTOBER 14-15th

REGULATIONS

ART. 1) ORGANIZATION

CNC TECHNOLOGIK D.o.o. with legal head office located in Slovenia, in collaboration with CRG RACING TEAM, organize and promote the event named RENTAL KART WORLD CONTEST. The sporting management of the event, all due authorizations and insurances are responsibility of the ORGANIZER. Technical and logistic services are managed by CRG. The Race Director delegated by the Organizing Committee has the sporting responsibility of each race and is entitled to take any decision in accordance to the present Regulations and to the safety rules, as well as the general dispositions regulating competitive events on circuits. All decisions taken by the Race Director are unappealable.

ART. 2) STRUCTURE OF THE CHAMPIONSHIP AND CALENDAR

The event will award two separate titles and trophies: the TEAMS ENDURANCE WORLD CONTEST and the DRIVERS WORLD CONTEST for single drivers.

ENDURANCE WORLD CONTEST

The title will be awarded to the team winning the 8 Hours Endurance Kart. A total of 34 teams (each one made by 3 to 8 drivers) will be chosen by CRG race tracks and by events and championship organizers using CRG karts all around the world and will be entitled to enter the contest. Selection criteria will be published by them through their communication channels. The organizing Committee will be entitled to accept the entry of some reserve and guest teams, provided they have taken part in at least one of the official qualifying events.

The General Regulations of the event are defined in the points stated at the Endurance World Contest section of this document.

DRIVERS WORLD CONTEST

The title will be awarded to the winner of the Sprint Race, that will follow a format including qualifying, heats, Semifinals and Finals. A total of 68 drivers will be admitted, two for each team entered in the 8 Hours Endurance Kart. The General Regulations of the event are defined in the points stated at the section Drivers World Contest (D1 and following).

ENDURANCE WORLD CONTEST

SATURDAY OCTOBER 14TH

E1) TEAMS COMPOSITION – ADMITTED DRIVERS

A total of **34 teams** will be admitted to the event, each one made by a minimum of 3 and a maximum of 8 drivers aged 14 or more. Qualifying stages will be managed by the circuits using CRG Rental karts and by the Organizers of Endurance and Sprint events on CRG karts. Every driver will be identified by an electronic bracelet distributed during pre-race sporting scrutineering.

E2) KARTS AND TECHNICAL MANAGEMENT

The karts used in this event are **CRG - Centurion Endurance** karts powered by a 4 strokes engine unit provided by CRG Racing Team, that will also provide technical assistance to all entered teams, including refueling procedures. Karts will be allocated to teams by lot in each event.

E3) BALLAST

A balance of performance system has been devised by Organizers that will make use of the following handicap weights, according to the weight declared by drivers:

Weight up 64,99 kg (included)	20 kg additional weight	4 blocks
Weight between 65 and 69,99 kg (included)	15 kg additional weight	3 blocks
Weight between 70 and 74,99 kg (included)	10 kg additional weight	2 blocks
Weight between 75 and 79,99 kg (included)	5 kg additional weight	1 block

Every team will be provided with a ballast kit (4 blocks of 5 kg each), to apply the correct handicap weight to the kart at every drivers' swap. Drivers weight will be checked by randomly weighing some and a maximum +/- 2 kg weight tolerance will be allowed. Drivers will be weigh with full racing clothing (racing suit, helmet and rib protector if used). Drivers weighing more than 80,00 kg will not have to apply any additional weight. The Race Steward will decide random checks and issue unappealable penalties to the team.

E4) RACE FORMAT

The event will have the following format: 1 hour and 15' of qualifying to define the starting grid and a 8 Hours endurance race during which teams will have to adhere to the following rules: minimum number of pit stops: 12, driving shifts no longer than 45' and a minimum rest period of 15' in between two stints for each driver. In general terms, a full fuel tank will allow about 1h and 30' of racing.

E4.1) QUALIFYING

The time duration of qualifying will be 1h and 15' and teams will be free to manage their drivers as they wish. Qualifying will be timed and results will define the starting grid of the race. No minimum length of driving stints is imposed, but a minimum time of 1' will have to be spent each time a driver pits. All the drivers entered by a team must drive at least a qualifying stint.

E4.2) ENDURANCE RACE

The time duration of the race will be 8 hours. The start will be given by waiving the flag following the "Le Mans style" – Karts will be parked on one side of the track and drivers will wait on the opposite side. The maximum duration of driving stints is 45' (including the time to exit the pits and the time to get back into the pits at the end of the stint) and the minimum number of PIT STOPS is mandatorily set



to 12. After every driving stint, a driver will have to serve a 15' rest period without driving. The time spent in the PIT LANE during driver swaps and/or re-fuelling will be neutral and therefore it will not count as driving shift. To allow drivers swap in complete safety, a minimum PIT in time of 1' will apply to each drivers swap.

E4.3) DRIVERS SWAP AND PIT-IN TIME

Driver swaps will have to take place in the PIT LANE area indicated during drivers briefing, that is located in proximity of each team's box. Signaling between pit crew and drivers will be managed by teams (organizers will provide teams with pit boards but use of boards belonging to teams will also be allowed). Every passage through the PIT LANE will have to last a minimum time of one (1) minute, regardless the motivation of the transit and during all the stages of the event (FREE PRACTICE and RACE). The minimum duration of 1 minute will be calculated from the moment of entering the PIT to the exit of it without any tolerance. Any breach will be sanctioned with a Stop and Go penalty.

E5) PENALTIES

E5.1) STOP AND GO

Race Director can impose a STOP AND GO penalty to the teams found guilty of breaching some rules (pit-in time below the minimum time, driving shift longer than 45', overtaking under yellow flags, dangerous driving, and so on...). Race Director will signal penalties to teams by using a board. The penalized driver must serve the penalty stopping in the area indicated to drivers in the briefing within 3 laps.

E5.2) TIME PENALTY

In case of penalties issued at the end of the race, Race Director, in agreement with the Organizing Committee, is entitled to impose additional time on guilty teams. In particular, a closing stint longer than the maximum allowed by Regulations, will result in additional time added on the final classification. Breaches during qualifying, might be sanctioned with lap times cancellation.

E6) TECHNICAL ASSISTANCE

In case of incidents or mechanical failures, teams are entitled to bring the kart to CRG service area. Two service points will be in place. Should both be busy, teams will have to wait their turn following a first come first served policy. The service area will be indicated during drivers briefing. Should a kart stop on the track, the driver will have to wait for organizers to recover it with a specific vehicle.

It is strictly forbidden to walk back to the pits carrying the transponder.

E7) REPLACEMENT KART

Organizers will grant a replacement kart in case of particularly long stops (as decided by the chief technical officer). Each team will have 3 karts at its disposal, which will be given as replacement for the officially allocated kart, strictly for the time of the technical intervention. Replacement karts will all be fitted with the maximum amount of ballast blocks (4) and will have to be used with that additional weight until the allocated kart will be available again.

E8) REFUELING

Refueling will take place in the service area with engine on. The refueling area will be active during free practice and after the 1st racing hour. All karts will be filled with fuel at the start.

E9) PARK FERMÉ

In between free practice/qualifying and the start of the Endurance Race, karts will have to adhere to a park fermè regime and no technical intervention will be allowed on them. The only exceptions are refueling, chain lubrication and fixing of problems affecting safety or producing evident technical deficits. Karts not ready for the starting procedure, will start the race from the pits.

E10) SAFETY CAR

In case of dangerous situations, Organizers will neutralize the race deploying the "Safety Car", that will be positioned right ahead of the race leader. During this phase overtaking is strictly prohibited on the whole circuit, while pit stops for refueling and driver swaps are allowed, unless otherwise indicated by Race Director. In case of emergency, the rescue vehicle could place itself right ahead of the first kart found on track, without waiting for the race leader. Should the Safety Car constantly proceed on the right side of the track, the driver behind it would be authorized to overtake it. If the Safety Car proceeds in the middle of the track, the following kart will have to stay behind it.

E12) PRIZE CEREMONY

The prize ceremony will take place right after the race. The top six (6) classified teams will be awarded with a trophy.

E11) SCHEDULE, Saturday October 14th

8.00	9.00	Teams Registration	
8.00	9.00	Sporting scrutineering	1H
09.15	09.45	Drivers & Team managers Briefing	
10.30	11.45	Free practice - Qualifying	1H e 15'
12.00	13.00	DRIVERS PARADE	
13.30	21.30	ENDURANCE WORLD CONTEST	8H
22.00	20.30	Prize Ceremony - Top 6	

DRIVERS WORLD CONTEST

SUNDAY OCTOBER 15TH

D1) ADMITTED DRIVERS

Two (2) drivers for each entered team will be admitted to the ENDURANCE WORLD CONTEST. Organizers are entitled to admit further drivers that have qualified for the event, according to the criteria accepted and decided by CRG. The two drivers entered by each team will be divided in two (2) separate groups: GROUP A and GROUP B. Drivers will use the same Kart used in the Endurance Race during qualifying stages (qualifying and heats).

D2) KARTS, TECHNICAL MANAGEMENT AND BALLAST

See previous articles E2 and E3.

D3) RACE FORMAT

The event will have the following race format: 10' of qualifying, a qualifying heat of 12 laps, Semifinals (15 laps) and Final, to be run on the length of 25 laps that will eventually award the DRIVERS WORLD CONTEST.

Drivers entered by each team will be divided in two groups: A and B. Each of the two groups will run a qualifying session and a qualifying race (heat). Both of these two stages will allocate a penalty following this scheme: 0 penalties to the driver that obtained the pole position and to the winner of the heat, 2 penalties to the 2nd classified, 3 to the third 3rd, and so on. This will define a provisional classification after qualifying and heats.

This classification will define the starting grid of the two SEMIFINALS. The pole position of Semifinal A will go to the driver that was first in the provisional classification – that is the driver totaling the lower penalty score during qualifying stages. The pole position of Semifinal B will go to the driver classified 2nd after qualifying. The 3rd classified driver will then line up in second place on the starting grid of Semifinal A, the 4th to the second of Semifinal B and so on, in such a way to define two homogeneous starting grids for the Semifinals. The top 17 drivers classified in each SEMIFINAL will take part in the Final, that therefore will admit 34 drivers. The Final will be run on the length of 25 laps and will award the DRIVERS WORLD CONTEST.

D4) STARTING PROCEDURE

All starts (heats, Semifinals and Final) will follow a traffic light guided "rolling start". Drivers will perform a formation lap and then will line up on the starting straight in two parallel queues, along the specified corridors. The pace will be set by the driver in pole position, who must never be overtaken before the start of the race. The traffic light will change from RED to SWITCHED OFF to signal the start of the race.

Wrong alignments will result in a time penalty from 3s to 5s. The starting procedure will be described by Race Director during the Drivers Briefing.

D4) TECHNICAL ASSISTANCE AND REPLACEMENT KART

See articles E6 and E7.

D5) REFUELING

Refueling will be managed by CRG technicians during the whole event.



D6) PRIZE CEREMONY

The prize ceremony will take place right after the race. The top six (6) classified drivers will be awarded with a trophy.

D7) SCHEDULE, Sunday October 15th

8.00	9.30	Drivers Briefing	
10.00	10.10	Qualifying Gr. A	10'
10.20	10.40	Qualifying Heats Gr. A	12 Giri
10.50	11.00	Qualifying Gr. B	10'
11.10	11.30	Qualifying Heats Gr. B	12 Giri
12.15	12.40	Semifinal A	15 Giri
12.45	13.10	Semifinal A	15 Giri
14.15	14.45	DRIVERS WORLD CONTEST	25 Giri
15.00		Prize Ceremony - Top 6	

D8) SIGNALLING FLAGS

Race Direction will use the following flags:



**TRICOLORED
ITALIAN FLAG**

Start of free practice, qualifying, and race.



**YELLOW
FLAG**

Danger, no overtaking.
Yellow flag waved means immediate danger.



**RED
FLAG**

Stop of the session or race.
All drivers must stop racing and slowly proceed to the pits.



**BLACK FLAG
WITH AMBER CIRCLE
(AND KART NUMBER)**

Stop due to technical problems.
The indicated driver must drive to the pits and will be allowed to restart only after the problems have been fixed.



**BLACK AND WHITE FLAG
(AND KART NUMBER)**

Unfair driving warning.
A second warning will result in Black flag.



**BLACK FLAG
(AND KART NUMBER)**

Disqualification of the driver.
The driver will have to stop into the pits at the following lap.



**BLACK AND WHITE
CHEQUERED FLAG**

End of free practice, qualifying or race.

DISPOSIZIONI GENERALI

- ✓ The **minimum pit-in time of 1 minute to drive through the pit lane is MANDATORY**, it is applied without any tolerance if not within +/- 3s.
The speed in the pits must always be moderate and it is forbidden to stop at the end of the pits waiting for the minimum pit-in time blocking the passage.

- ✓ In case of **technical failure and/or incident on the track**, it is mandatory that the driver does NOT ABANDON THE KART, that will nevertheless have to be moved to a safe area. Due to safety reasons, it is forbidden to walk to the pits and only designated staff of the Organizer is entitled to move the transponder from the officially allocated kart to the replacement kart.

- ✓ The **race conduct** must be SPORTSMANLIKE AND EXEMPLAR at all times.
In particular, less experienced participants should ease the overtaking of faster drivers; all drivers must follow indications of Race Direction..

- ✓ It is **strictly forbidden to make any changes to the kart** (tyre pressure, additives, engine settings, ...). Breaches will be punished with exclusion from the race.
CRG STAFF is available for fixing of any technical issue and it is advised that teams pay particular attention to identifying potential technical problems during free practice.

- ✓ For anything not expressly provided in the present Regulations, decisions taken by **Race Director and Organizing Committee will have to be complied with.**