

REGULATION

ART. 1) ORGANIZATION

CRG organizes and promotes the event named **RENTAL KART WORLD CONTEST 2019**. The sporting management of the event, all due authorizations and insurances will be according ASI rules (member of the Italian Olympic Committee). Technical and logistic services are managed by CRG.

ART. 2) ADMITTED TEAMS

The teams admitted to the event will be selected as follows:

- A. ENTITLED TEAMS: teams selected by the tracks and organizers that employ CRG karts in their events, according to the rules that they will communicate through their channels;
- B. WILD CARD: the organizing Committee will be entitled to accept the entry of reserve and guest teams, if available. Teams that raced in events with CRG karts will have priority.

ART. 3) ADMITTED DRIVERS

The teams admitted to the event have to be made by a minimum of 3 and a maximum of 8 drivers, aged 14 or more (due to force majeure, the organizer can admit teams made of 2 drivers). All the drivers must hold an ASI Karting license. Those who don't have it, can ask for it during administrative checks on track, at the cost of € 20,00 (including insurance and service fee).

ART. 4) PLACE AND TITLE ASSIGNMENT

The event will take place in Franciacorta (Italy) on Saturday 12th of October and it will assign 2 titles:

- A) PRO Trophy, reserved to teams with experience in endurance races
- B) SILVER CUP Trophy, reserved to amateur teams

ART. 5) STRUCTURE OF THE EVENT

The Rental Kart World Contest 2019 is an endurance karting championship taking place under the ASI rules in one day. The PRO title will be assigned to the team that will score more points during all the phases of the event. Following the same rules, the SILVER title will be assigned to the teams made of amateur drivers. Points will be given to the teams as described in Art. 6, according to the results achieved in each single phase of the race: Superpole, 2 Sprint Races and the 8 Hours Endurance race.

ART. 6) SCORE

Scores will be given according to the following table:

Pos.	Superpole	Sprint 1	Sprint 2	8H Endurance
1.	10	25	25	60
2.	9	20	20	50
3.	8	18	18	45
4.	7	15	15	40
5.	6	12	12	35
6.	5	10	10	30
7.	4	9	9	25
8.	3	8	8	20
9.	2	7	7	18
10.	1	6	6	16
11.	-	5	5	14
12.	-	4	4	12
13.	-	3	3	10
14.	-	2	2	8
15.	-	1	1	6
16.	-	-	-	5
17.	-	-	-	4
18.	-	-	-	3
19.	-	-	-	2
20.	-	-	-	1

Note: only for the Endurance race, all the teams after the 20th place will get a participation point. In case of equal results, the order will follow the result of the Endurance race.

ART. 7) RACE FORMAT

The event will follow this schedule: 1h free practice, 10' qualifying practice (Superpole), two Sprint races (Race 1 and Race 2) and an Endurance race of 8 hours. Three different drivers will have to make the Superpole and the 2 Sprint races. The starting grid of Race 1 will be determined by the Superpole, the starting grid of Race 2 will be determined by the results of Race 1, the starting grid of the Endurance race will be determined by the provisional score ranking (sum of Superpole, Race 1 and Race 2).

7.1) FREE PRACTICES: the time duration of the free practice will be 1h and teams will be free to manage the driver changes. Free practices will not be considered to determine the starting grid. No minimum length of driving stints is imposed, but a minimum time of 1' will have to be spent each time a driver enters the pits.

7.2) SUPERPOLE: there will be a session of 10' and each team will select only one driver for this session. The results will establish the starting grid of Race 1. The Superpole will assign points to the teams, as described in the table in the previous Art. 6. The driver making the Superpole will not be able to start in Sprint Race 1 and 2. The PRO and SILVER categories will do the Superpole session in two separate groups.

7.3) SPRINT RACE: both categories (PRO and SILVER) will do two Sprint races of 10 laps each. The karts will be placed in the pre-grid and making a rolling start. The go-signal will be given switching off the red lights, after making a formation lap. The drivers making the two Sprint races will have to be different and the driver who made the Superpole cannot start in these races. Each of the two Sprint races will assign points to the teams, as described in the table in the previous Art. 6.

7.4) ENDURANCE RACE: it will be on 8h. The starting grid will be made according the provisional score ranking, after Superpole, Sprint Race 1 and Sprint Race 2. The grid will be made placing all the PRO teams first, then the

SILVER teams. The starting procedure will follow the “Le Mans style”, with karts parked on one side of the track and drivers will wait on the opposite side. The start will be given with the Italian flag, that will be shown up and then going down within 2-5 seconds. The drivers will have to run across the track and jump on the kart (on the side opposite the engine) with the engine switched on by the Organizer. The driver making the start can be freely chosen by the team. PRO teams will have to make at least 10 driver changes, whilst SILVER teams will have to make at least 14. Driving stints do not have a minimum or maximum duration, but during the 8 Hours every driver will have to drive for maximum 3 hours, regardless the number of stints done. Every passage through the pit lane will have to last a minimum time of 1 minute, regardless the motivation of the transit (driver change, refuelling, technical assistance). The chequered flag will be given at the end of the 8 Hours plus the time required for the leader to cross the finishing line. The pit lane will close 5’ before the end of the race and it will not be possible to change the driver in this phase.

7.5) STRATEGY RULES SUMMARY

1. Points will be given to the teams for the Superpole, the 2 Sprint Races and the 8h Endurance race;
2. Drivers making the Superpole and the 2 Sprint Races will have to be different;
3. PRO teams will have to make at least 10 driver changes during the 8h Endurance race;
4. SILVER teams will have to make at least 14 driver changes during the 8h Endurance race;
5. Driving stints do not have a minimum or maximum duration during the 8h Endurance race;
6. Every driver will have to drive for maximum 3 hours, regardless the number of stints done;
7. A fuel tank lasts about 1h30’.

7.6) DRIVER CHANGES AND PIT IN TIME: driver changes can be only done in the pit lane area described during the briefing. Signalling between pit crew and drivers will be managed by the teams. Every passage through the pit lane will have to last a minimum time of 1 minute, regardless the motivation of the transit and during all the stages of the event (free practice and race). For safety reasons, drivers should always proceed in the pit lane at slow speed. The duration of 1 minute will be calculated from the moment of entering the pit to the exit of it. Driver changes cannot be done during the last 5’ of the race (pit lane closed).

ART. 8) TIME SCHEDULE

HOUR	SESSION	TIME
07:30 – 09:00	Administrative checks	1h30’
09:00 – 09:30	Briefing (1st floor of the indoor kart)	30’
10:00 – 11:00	Free practices	1h
11:15 – 11:25	Superpole SILVER	10’
11:30 – 11:40	Superpole PRO	10’
12:00 – 12:20	Sprint Race 1 SILVER	10 Laps
12:30 – 12:50	Sprint Race 1 PRO	10 Laps
13:00 – 13:20	Sprint Race 2 SILVER	10 Laps
13:30 – 13:50	Sprint Race 2 PRO	10 Laps
14:00 – 14:45	Drivers Parade – Break	45’
14:45 – 15:00	Starting grid formation	15’
15:00 – 23:00	Endurance Race	8h
23:30	Prize-giving ceremony	

ART. 9) KARTS AND TECHNICAL SERVICE

The karts employed will be CRG - Centurion powered by a 390cc 4 strokes engine unit provided by CRG Racing Team, that will also provide technical assistance to all the teams, including refuelling procedures. Karts will be allocated to teams by lot and will be same for the whole event.

ART. 10) LEAD BALLAST WEIGHT

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

WEIGHT	BALLAST	BLOCKS
Up to 69,99 Kg	20 Kg ballast	4 blocks
Between 70,00 Kg and 74,99 Kg	15 Kg ballast	3 blocks
Between 75,00 Kg and 79,99 Kg	10 Kg ballast	2 blocks
Between 80,00 Kg and 84,99 Kg	5 Kg ballast	1 blocks
Over 85,00 Kg	No ballast	0 blocks

The organizers will define a weighing procedure for the drivers, handled by the marshalls. Ballasts will be at the drivers' disposal in a specific container in the changing area and they will be to placed back in the container after using. Each driver will have to use the ballasts as shown in the table in their driving stints.

ART. 11) PENALTIES

11.1) STOP & GO: During the 8H Endurance race, the Race Director can impose a Stop & Go penalty to the teams found guilty of breaching the regulation and general rules of karting activity on circuit. He will signal penalties to teams by showing a specific board together with the race number on the finishing line. The penalized driver must serve the penalty stopping near the finishing line within 3 laps. Drivers don't have to enter the pit lane to serve the penalty. The Stop & Go penalty is usually 10", but it can be increased for particularly important breaches or if they gained an objective advantage in the ranking.

11.2) TIME PENALTY: During Sprint Races and in case of penalties issued at the end of the Endurance race that require an investigation that does not allow the team to serve the penalty on track, Race Director is entitled to impose additional time on guilty teams. Breaches during qualifying, might be sanctioned with lap times cancellation.

11.3) SCORE PENALTY: In case of serious breaches that gave the team an objective advantage, Race Director can totally or partially cancel the scores achieved during all the phases of the event (Superpole, Sprint Races and Endurance Race).

ART. 12) TECHNICAL ASSISTANCE

In case of accidents or mechanical failures, teams are entitled to bring the kart to CRG service area. The service area will be indicated during the briefing. Should a kart stop on the track, the driver will have to wait for organizers to recover it with a specific vehicle. For safety reasons, it is forbidden abandoning the kart and walking to service area with the transponder.

ART. 13) REPLACEMENT KART

Organizers will grant a replacement kart in case of particularly long stops (as decided by the chief technical officer). Karts will be given as replacement for the officially allocated kart, strictly for the time of the technical intervention. The ballast system will be valid also on the replacement kart.

ART. 14) REFUELLING

Refuelling will take place in the driver change area with engine on, only during the Endurance Race. The refuelling area will be closed during the other phases of the event. All karts will be filled with fuel after the Superpole and after Sprint Race 2. During the Endurance Race, pit stops for refuelling will be managed by teams (a full tank lasts about 1h30').

ATTENTION: the refuelling procedure will be exclusively handled by the technical personnel. The driver can ease the procedure by opening the cap, but only the mechanic can close it.

ART. 15) PARC FERME

In every break from track activity, karts will have to adhere to a parc fermé regime and no technical intervention will be allowed on them. The only exceptions are for fixing problems affecting safety or producing evident technical deficits. At the end of each phase (Superpole and Sprint Races) the karts will have to re-enter the pits.

ART. 16) SAFETY CAR

In case of dangerous situations, the Race Direction can 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 refuelling and driver changes 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. While the Safety Car is on track, it will have flashing lights on. When the lights turn off, the Safety Car will make one last lap before going out. The first kart behind the Safety Car must leave a gap for safety reasons, especially when the car turns the lights off before going out the track.

ART. 17) PRIZE-GIVING CEREMONY

17.1) Pro Ranking: first six (6) Teams in the score ranking;

17.2) Silver Ranking: first six (6) Teams in the score ranking;

ART. 18) FLAGS

The flags employed by the race Direction will be the following:



ITALIAN FLAG

Start of free practice, qualifying and race.



YELLOW FLAG

Danger, slow down, overtaking is strictly prohibited.



RED FLAG

Stop of the race or session. All the drivers have to stop racing and slowly proceed follow the instructions of the Race Director and Marshalls.



**BLACK FLAG
WITH ORANGE DISC
(AND KART NUMBER)**

Stop due to technical problems. The driver has to enter the pits and he is allowed to restart only after fixing the problem.



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

Unfair driver warning.
A second warning will result in a penalty or a black flag.



**BLACK FLAG
(AND KART NUMBER)**

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



CHEQUERED FLAG

End of free practice, qualifying and race.

GENERAL REQUIREMENTS

- ✓ **The minimum pit-in time of 1 minute to drive through the pit lane is mandatory**, it is applied without any tolerance. 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, etc). 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 the Organization Committee will have to be complied with.**