



Italian Kart Challenge 2017 Ver. 1.2-08/05/2017-Rules and regulations (aka: R.d.C.) (changes/updatings in red colour)

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N.B. Organizer’s forward: The ITKC 2017 will start ONLY if a minimum of Teams will be reached, except different disposition communicated by the Organizer, to his undisputable judgment. If the ITKC 2017 can’t take place for a lack of the minimum number of Teams or due to causes of greater strength, The Organizer will simply refund the amount of money he has received and nothing more. All the money received by the Organizer from the Teams as a title of account (or the complete fee) will not be returned if the ITKC 2017 will regularly take part. The present Rule and Regulations file can be modified during the Season, and will be published on the site www.itkc.it or the FB Page www.facebook.com/ItalianKartChallenge/ within 48 hours from the start of every single event. The above mentioned variations will be “Official” and the Teams MUST know the variations before their arrival in the racetrack.

Art.1 - The Organizer and the the A.C.S.I (Associazione Centri Sportivi Italiani)

- 1.1 Cap asd organizes the “ITKC 2017”, respecting the norms for such type of events. The events are reserved to the A.C.S.I. Members.
- 1.2. The karts and the Technical Management are integrally managed by the Organization and its Staff
To take part to the events all the Teams and their Guests MUST respect the Rules and Regulations explained in this file (from now to the end Rules and Regulations will be denominated “R.d.C.” which means “Regolamento di Corsa”).
- 1.3 CAPasd. cannot be in any way held responsible of disciplinary decisions taken towards the Teams by the Race Director and/or the Race Committee. Possible disqualifications and/or provisions of different nature, won’t block any right of CAPasd. regarding the following statement. CAPasd. won’t have any responsibility in the decisions of the Race Directors and/or the Official A.C.S.I. officers.

Art.2-Karts admitted

- 2.1 GTR Class : “KF” karts powered by Briggs & Stratton engines series 2100 420cc Tuned provided by the Organization.
- 2.2 GTO Class: “KF” and “KZ” type chassis (with rear brake only) owned by the Teams powered by Briggs & Stratton engines series 2100 420cc Tuned provided by the Organization. Any chassis from 2008 until now. (for engine mountings purposes only. With pre-2008 chassis the dimensions should be checked. In any case the kart+engine weight must be the same of the GTR class karts)
- Within May, 15 will be given a simple and clear Technical Fiche. For the moment look at the following •Art. 21 - Fuel/Refuel, Tires, Kart Setup for more details.

Art.3-Drivers admitted

- 3.1. All the Drivers from 14 years old with a valid Medical Certificate proving their good health status are admitted. Exceptions for younger professional drivers admitted on request.
- 3.2. All the Drivers, under penalty of the exclusion from the competition, must be A.C.S.I. Members, subscribing a yearly membership. This includes the insurance coverage. Membership Request Forms must be given to the Sport Office together with the “Waiver Form and Drivers List”.
- 3.3. Not respecting the points 3.1, 3.2 will automatically disqualify the Team from the competition.
- 3.4. The missed respect of the point 3.1/3.2 or the lack of the complete forms will give CAP asd, its Partners and ACSI the right to pursue a legal action in the case the fact committed by the Team and/or from its own members represents a crime and/or creates a severe damage to the Organizer security/health, or to one of its suppliers and of all the people to him connected, of the other Drivers and of all the other people.
- 3.5 Drivers can’t race in more than ONE team. If they do, they will be disqualified and TWO laps Penalty will be given to his/her Team.
- 3.6 All GTO Class Teams must have their Technical Staff (Mechanics), minimum two per Team. Any mechanic must make the RCO insurance policy with the ACSI, through the Organizer, at the yearly cost of 90€.

Art.4-Classes

- 4.1. ITKC 2017 is a challenge with ONE class of engine. The Karts are provided by the Organization. The chassis model is the “KF”. Engines are provided by Briggs&Stratton.
- 4.2 The chassis+engine will be assigned by draw. The rule is the following:
 - The teams registered for the entire Challenge will use the same chassis+engine package for all the races, exclusively.
 - The teams registered for two or more races will use the same chassis+engine package for all the races, exclusively
 - The teams registered for one race only will use same chassis+engine package for one race.
- 4.3 Classes:
 - GTR class: “KF” chassis with Briggs & Stratton Series 2100 420cc Tuned provided by the Organization.
 - GTO Class: “KF” and “KZ” type chassis (with rear brake only) owned by the Teams powered by Briggs & Stratton engines series 2100 420cc Tuned provided by the Organization

Art.5-A.C.S.I. Membership

- 5.1. The A.C.S.I. Membership, compulsory to race, will be released by The Sport Office during the registration to the event. Such Membership costs 40€ (yearly) and permits to race in all the events of the ITKC 2017. It must be given a Medical Certificate proving the good health status.

Art. 6 - The ITKC Format

6.1. The "ITKC 2017" has four Endurance events, according to the official calendar, one 24h, one "Double 6h", one "500mile" e one 12h race.

6.2. Every event will take place in the days listed in the "ITKC 2017" Official Calendar.

6.3. The Karts will be provided by the Organizer to the registered Teams. The karts will be assigned by draw.

6.4. The technical support, for all the events will be provided exclusively by the Organization and its Staff.

6.5. Event schedule:

- **A. 24 h:** 120' Practice, 30' Qualify and one 24h Endurance Race (see "Timing" for the details)
- **B. "Double 6":** 120+120' Practice, 30+30' Qualify and two 6h Endurance Races (see "Timing" for the details)
- **C. "500mile":** 120' Practice, 30' Qualify and one 500mile Endurance Race (see "Timing" for the details)
- **D. 12h:** 120' Practice, 30' Qualify and ONE 12h Endurance Race (see "Timing" for the details)

The standings of the "ITKC 2017" will be determined by the points achieved by each Team, according to its own positioning, in the four events.

Teams will score points for:

- Endurance Race: from the 1st to the 30th position • Best Lap • Pole Position. The following is the **Points chart** :

| Position | 24h | 500mile | 12h | "Double 6h" | | Best Lap | | Pole (All the races) |
|----------|-----|---------|-----|-------------|------------|----------|-------------------------|-------------------------|
| | | | | First 8hr | Second 8hr | (24h) | (12h/Double 6h/500mile) | |
| 1 | 100 | 70 | 70 | 40 | 40 | 2 | 1 | 1 |
| 2 | 95 | 65 | 65 | 36 | 36 | | | |
| 3 | 90 | 60 | 60 | 32 | 32 | | | |
| 4 | 85 | 56 | 56 | 29 | 29 | | | |
| 5 | 80 | 52 | 52 | 27 | 27 | | | |
| 6 | 75 | 48 | 48 | 25 | 25 | | | |
| 7 | 70 | 44 | 44 | 23 | 23 | | | |
| 8 | 65 | 40 | 40 | 21 | 21 | | | |
| 9 | 60 | 37 | 37 | 19 | 19 | | | |
| 10 | 55 | 34 | 34 | 18 | 18 | | | |
| 11 | 50 | 31 | 31 | 16 | 16 | | | |
| 12 | 45 | 28 | 28 | 15 | 15 | | | |
| 13 | 41 | 25 | 25 | 14 | 14 | | | |
| 14 | 37 | 23 | 23 | 13 | 13 | | | |
| 15 | 34 | 21 | 21 | 12 | 12 | | | |
| 16 | 31 | 19 | 19 | 11 | 11 | | | |
| 17 | 27 | 17 | 17 | 10 | 10 | | | |
| 18 | 23 | 15 | 15 | 9 | 9 | | | |
| 19 | 19 | 14 | 14 | 8 | 8 | | | |
| 20 | 15 | 12 | 12 | 7 | 7 | | | |
| 21 | 11 | 10 | 10 | 6 | 6 | | | |
| 22 | 9 | 9 | 9 | 5 | 5 | | | |
| 23 | 8 | 8 | 8 | 4 | 4 | | | |
| 24 | 7 | 7 | 7 | 3 | 3 | | | |
| 25 | 6 | 6 | 6 | 2 | 2 | | | |
| 26 | 5 | 5 | 5 | 1 | 1 | | | |
| 27 | 4 | 4 | 4 | 1 | 1 | | | |
| 28 | 3 | 3 | 3 | 1 | 1 | | | |
| 29 | 2 | 2 | 2 | 1 | 1 | | | |
| 30 | 1 | 1 | 1 | 1 | 1 | | | |

6.6. Maximum number of Drivers per Team: • **24h:** from 5 to 10; • **All the other races:** from 4 to 8. • **One Manche ONLY of the "Double 6h":** from 3 to 6

Every Team must name at least ONE Team Manager (Suggested one Team Manger and a Vice-Team Manager to let them alternately rest during the longest races), that can be also one of the Drivers. He/She will be the only person responsible for the Team towards the Race Director and the Organization for all the necessary communications.

6.7. Every registered Driver can race for stints of a maximum duration of 30mins. Between a driving stint and the other the Driver must rest for a minimum of 15mins. (two laps penalty if the driver is not respecting the 15 mins rest between the stints). Every Driver can race a maximum number of : • **24h:** thirteen stints; • **All the other races:** eight stints • **One manche of the "Double 6h" only:** six stints

Every Driver must race a minimum number of : • **24h:** 4 stints; • **All the other races:** three stints • **One Manche of the "Double 6h" only:** two stints

The penalty for a higher or lower number of stints is 5 laps less on the final standing, unless cases of greater strength, verified by the Race Direction.

6.8. The Driver Change will take place in front of the Team's Box/Gazebo (unless elsewhere specified in the Briefing). The access in such zone will be allowed only to the Driver and the Team Manager. The Driver that ends the race stint will have to get off from the kart, that must be STOPPED, and leave the kart to his/her teammate.

6.9. The non-observance of the points 6.7 - 6.8 will cause penalties . See Art. 26

6.10. The Team that will cross the Finish Line and take the checkered flag for first, will be the Race Winner. For the "Double 8hr". the winning Team will be the one who has scored the maximum number of points in Both Races, plus the Pole (Manche-1 and Manche-2), Best Lap (Manche-1 and Manche-2) and Final Result (Manche-1 and Manche-2).

6.11. To determine the winning Team of the ITKC 2017 will be counted all the points scored in any of the four races. (24h, "Double 6h", "500mile", 12h).

6.12. A Team that will participate to one race only will have the right to compete in that single event but WON'T be listed in the ITKC 2017 Standing. To be listed in the ITKC 2017 Standing every Team must race in at least TWO events.

6.13. The points achieved in the "BEST LAP" - "POLE POSITION" are valid for the ITKC 2017 Standing ONLY. The only one case they are also valid for the single race is the "Double 6h" event.

6.14. In the case two teams will have the same score, the number of wins will determine who is the first. If the number of wins will be the same, it will be counted the number of second places, and so on.

Art.7-Registrations-Forms

7.1. The registrations to the "ITKC 2017" will have to be sent to the Organization Office of CAP asd. Or given to the Secretary Office before the Event. The Registration Form is available exclusively at: www.kartrace.it or www.itkc.it or directly asked to the Organizer at the mail address info@itkc.it . The Organizer can refuse the Registration of a Team or a Single Driver, at its sole discretion.

7.2. The registrations will open on Sept, 2015 and they will be closed within May, 16-2017. From that date and onwards, the Teams can be registered to the single following races Only .

7.3 Will be considered "registered" the Teams in order with the payments and the documents only.

7.4 Forms: all the Team will have to provide the following forms to the Organizer :

- Registration Form(one form for the whole Team for the entire ITKC 2017 or for one single race)
- Drivers list (a form for the whole Team each race)
- A.C.S.I. Membership form: One form for every driver of the Team. All the Drivers will have to attach to the form a Valid Medical Certificate proving their good health status.
- Drivers' Waiver Form (one form for all the Team Drivers, each race), with specifies also the Letters to be applied on the helmet for the Drivers.

•Weights/spare parts/Signal Board Form (one form for all the Drivers of the Team, each race)

All the forms are downloadable here: www.kartrace.it or www.itkc.it

7.5 Pre-registration

To quicken the procedures of registration before the event is recommended to follow this procedure:

a-RECOMMENDED) Every Team will have to collect the whole forms, Regularly Compiled And Signed, (valid Medical Certificates, "Waiver Form and Drivers list" with letters correspondence,) and to insert them in closed envelope and to send by express courier to the Organizer: CAPasd, Via Andrea Massena, 20145 Milan (Italy), at least 8 days before the date of the Event to which the forms are for. The Organizer will not accept partial sending or fax sending.

b) The whole procedure must be completed and given to the Secretary Office before the Event, Only the registered Drivers can start racing.

7.6 The Organizer, to guarantee the most efficient service, strongly recommends to prepare all the forms before the date of the Event, or at least to enter in the Secretary Office with all the forms already filled in. the Organization takes no responsibility in case of delays that jeopardizes the schedule of the Event. The timing won't have any delay and it won't be any reimbursement of any type.

Art.8-Team fee and payment conditions

8.1. The fee to register one Team to the entire "ITKC 2017" is:

-**GTR Class:** "KF" chassis with Briggs & Stratton Series 2100 420cc Tuned provided by the Organization

•A. 24 h: 3.500,00€; •B. "Double 6h": 2.900,00€; •C. "500mile": 2.700,00€; •D. "12h": 2.700,00€. •E. One Manche of the "Double 6h" only: 1.500,00€.

•F. The entire ITKC 2017: 11.000€.

•G. The entire ITKC 2017 and purchase of the complete GTR class kart: 14.500€.

- **GTO Class:** "KF" and "KZ" type chassis (with rear brake only) owned by the Teams powered by Briggs & Stratton engines series 2100 420cc Tuned provided by the Organization

•A. 24 h: 2.600,00€; •B. "Double 6h": 2.200,00€; •C. "500mile": 2.000,00€; •D. "12h": 2.000,00€. •E. One Manche of the "Double 6h" only: 1.200,00€.

•F. The entire ITKC 2017: 8.100,00€.

N.B.: In the case VAT must be applied, The Italian tax is 22%.

In GTR Class 5% of the amount of the registration fee is included to cover damages and spare parts of the Season. Over the 5% limit the additional spare parts will be paid by the Team . The Team registered for the entire ITKC 2017 that will break less parts at the end of the season will be awarded with the "Fair Play" Prize. All the saved amount at the end of the season will be converted in a purchase bonus, to buy a Racing kart, choosing among the entire kart range. For the Teams registered to one or two races: 5% of the registration fee covers the spare parts.

In GTO class tires are included and technical assistance to the engine are included. All the rest is made by the Team own Technical Staff. See the following •**Art. 19 - Technical assistance-Recovery car** for details.

8.2. Every Team will have to pay 50% of the total amount until March, 15-2017. The rest must be paid until April, 10-2017. For the single race registration, the payment must be made until one week before the event.

8.3. Only the Teams that pay the fee in full and send the forms can consider themselves "Officially registered" to the "ITKC 2017".

8.4. After having sent the "Registration Form" filled and undersigned, the Team must pay the deposit and/or the Team Fee. In case of recess before or after the payment of the team fee, the Team Registration will remain in any case acquired by the Organizer (or the Official Promoter), but faculty will be given to let another Team participate to the Event, with the relative race number. In the case the "ITKC 2017" could not be made for cause of greater strength or the lack of the minimum number of registrations, The Organizer will have the sole duty to refund the quota paid by the Teams, without penalties of any sort.

8.5 It is possible to register one Team to a single event only, without scoring points and being listed in the ITKC 2017 General . To be listed in the General every Team must be registered in at least TWO events. The General won't consider ALL the Teams registered in ONE event only.

8.6 The Team fee in **GTR Class** includes:

- a. Exclusive rental of a kart "KF" with Briggs & Stratton engine
- b. Complete technical support during the Events.
- c. The consumption materials(tires, gasoline, oil, and everything necessary).
- d. All the necessary exchanges and their substitution, until 5% of the registration fee.
- e. A Box/Gazebo, a space behind the pit wall to signal the drivers.
- f. Table, chairs in the Box/Gazebo.
- g. Insurance RCT of the Organizer .
- h. Electronic timing with transponder and monitor (one for every box) to visualize the lap times and race standing.
- i. Doctor and medical Assistance with equipped ambulances
- l. Photographer of the event.
- m. Awarding Ceremony after every competition and Final Awarding Ceremony at the End of the last competition.
- n. BOX / FUEL board with the number of the team, to signal the drivers.
- o. Picture and Team Description on the Official Website www.itkc.it
- p. final Awarding for all the classified Teams .
- q. Mailing list service with information, updates, interviews and everything else about the ITKC 2017.
- r. Possibility to rent advertising spaces (see "Advertising" chapter in the Rules and Regulations)

8.7 The team fee doesn't include: •Technical racing equipment (compulsory to race); •Food, Lodging and all the transfers; •Everything else Not specifically described above (paragraph a, b, c, d, e, f, g, h, i, l, m, n, o, p, q, r).

8.6 The Team fee in **GTO Class** includes:

- a. Exclusive rental of a Briggs & Stratton engine and necessary accessories
- b. Complete technical support during the Events.
- c. The consumption materials(tires, gasoline, oil, and everything necessary).
- d. Tires, with the same conditions of the **GTR Class**. Any **GTO Team** can use one more tire set, that can be purchased separately.
- e. A Box/Gazebo, a space behind the pit wall to signal the drivers.
- f. Table, chairs in the Box/Gazebo.
- g. Insurance RCT of the Organizer .
- h. Electronic timing with transponder and monitor (one for every box) to visualize the lap times and race standing.
- i. Doctor and medical Assistance with equipped ambulances
- l. Photographer of the event.
- m. Awarding Ceremony after every competition and Final Awarding Ceremony at the End of the last competition.
- n. BOX / FUEL board with the number of the team, to signal the drivers.
- o. Picture and Team Description on the Official Website www.itkc.it
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- q. Mailing list service with information, updates, interviews and everything else about the ITKC 2017.
- r. Possibility to rent advertising spaces (see "Advertising" chapter in the Rules and Regulations)

8.7 The team fee doesn't include: •Technical racing equipment (compulsory to race); •Food, Lodging and all the transfers; •Everything else Not specifically described above (paragraph a, b, c, d, e, f, g, h, i, l, m, n, o, p, q, r).

8.8 Money Deposit: 300€ per race, to cover a possible total or partial damage or steal of the material provided (Kart, Table, chairs, weights, signal board, monitor,...etc). The deposit will be refunded to the Teams at the end of the Race, if the materials provided will be left and/or given back .

8.9 Stickers and banners. The Organization has two services available, among the others:

1) Adhesive, full kit digitally printed, to personalize the karts with logos, brands or social colors at the price of 95,00€+ VAT (if applicable) or 350,00€+VAT (if applicable) for the entire ITKC2017 (four complete kits).

2) PVC Banners, digitally printed at the price of 70,00€+VAT (if applicable) per linear meter

Notice.) The prices are reported to printing only; vector files provided by the Team. The stickers and the banners must be paid on delivery.

Art. 9-Briefing

9.1. In every Event of the "ITKC 2017", a briefing will be held before Practice or Race Start. Team Managers (Captains) and all the Drivers MUST attend the briefing, held by the Race Director and from the Staff of the Organization, that will inform on the specific norms of the Rules and Regulations, specifying the terms of the Starting procedure, of Qualify, which are the areas where the Driver change is allowed, pointing out the Technical Assistance Area and the meaning of the flags used by the Race Marshals. The Race Director can disqualify the absent Drivers. The Team Manager (Captain) will guarantee the presence of all the Drivers and will verify their real knowledge about the Rules and Regulations and the meaning of the flags. Before ANY race all the Teams will be informed by the Organizer by email of any news about the specific race.

9.2 Drivers MUST respect the Rules and Regulations also during Practice. Not respecting the rules during Practice will cause penalties. These penalties will be applied through Stop & Go to be paid in the first three laps of the Endurance Race.

Art. 10-calendar and "Timing" of the "ITKC 2017"

10.1. The events will follow this calendar:

•A. 24 h- Fri.19/Sat.20/Sun.21-May, 2017- Tazio Nuvolari Int.I Autodrome, (PV), 3.200mt, clockwise : www.circuitotazionuvolari.it

•B. "Double 6h" – Fri.23/Sat.24-June, 2017 - Motodromo Int.I Circuit , Castelletto di Branduzzo (Pavia) counterclockwise/clockwise. 1900mts. : www.motodromo.it (New date, it was Jun.9/10)

•C. "500mile"- Fri.7Sat.8- July, 2017 - Motodromo Int.I Circuit , Castelletto di Branduzzo (Pavia) counterclockwise. 1900mts. : www.motodromo.it

•D. "12h"- Sat. 17/Sun 18-Sept., 2017- Tazio Nuvolari Int.I Autodrome, (PV), 3.200mt, counterclockwise : www.circuitotazionuvolari.it

10.2. In the case of impossibility and/or unexpected cancellation of one or more Events for causes of greater strength, independently from the wish of the Organizer, the Event can be postponed and recovered in a new date decided by the Organizer himself. In this case reimbursements won't be recognized to the Teams and the fee to participate in the new Event will have to again be paid by the Teams. In the case one racetrack could become unavailable, the Organization will change the date and or the track of the Event without any other consequence both for the Teams and the Organizer and/or the Promoter.

10.3 Timing of the Events (Note: all the timing is in 24h format, not am/pm):

•A): "24h"

16:00

Friday

- Secretary Office Opens- Any Team can draw its kart number-Kart decoration

18:00

-Briefing

18.30-20.00

-Free Practice Session 90 minutes (using the 24h Official Team Kart and at a cost of 150€ per Team)

20:00

- Secretary Office Closes

20.00-22.00

-Official Practice Session 120 minutes (When Practice ends the Park Ferme period starts)

20.30

-BBQ & Music evening Start in the paddock

22.00-22.30

- Qualify Session 30 minutes (Park Ferme period- entrance in the technical Area is forbidden)

Saturday

07.00-07.30

- Starting Grid preparation (Park Ferme period- entrance in the technical Area is forbidden)

07.30-08.00

- Teams presentation on the Starting Grid and Official Pictures (Park Ferme period- entrance in the technical Area is forbidden)

08.00

- 24h Endurance START

Sunday

08:00

- 24h Endurance FINISH

08.00-08.30

- Park Ferme-Technical Checks

09.00

- Awarding Ceremony

•B): "Double 6h"

17:00

- Secretary Office Opens- Any Team can draw its kart number-Kart decoration

21:00

- Secretary Office Closes

18.00-20.00

- Free Practice Session 120 minutes clockwise

20.00-00.00

- Free Practice Session 120 minutes counterclockwise (Park Ferme period- entrance in the technical Area is forbidden)

Saturday

07.00-07.30

- Qualify Session 30 minutes (Park Ferme period- entrance in the technical Area is forbidden)

07.30-08.00

- Starting Grid preparation (Park Ferme period- entrance in the technical Area is forbidden)-Pre-Race Briefing

08.00

- 6hr Endurance START Clockwise

14:00

- 6hr Endurance FINISH

14.00-14.30

- Park Ferme-Technical Checks -Pre-Race Briefing

14.30-15.00

- Qualify Session 30 minutes (Park Ferme period- entrance in the technical Area is forbidden)

15.00-15.30

- Starting Grid preparation (Park Ferme period- entrance in the technical Area is forbidden)-Pre-Race Briefing

15.30

- 6hr Endurance START Counterclockwise

21:30

- 6hr Endurance FINISH

21:30 – 22.00

- Park Ferme-Technical Checks

22:00

- Awarding Ceremony

•C): "500mile"

17:00

- Secretary Office Opens- Any Team can draw its kart number-Kart decoration

22:00

- Secretary Office Closes

19.00-21.00

- Free Practice Session 120 minutes Counterclockwise(When Practice ends the Park Ferme period starts)

21.00-21.30

- Qualify Session 30 minutes Counterclockwise (Park Ferme period- entrance in the technical Area is forbidden)

21.30-22.00

-Pre-Race Briefing

Saturday

07.30-08.00

- Starting Grid preparation (Park Ferme period- entrance in the technical Area is forbidden)

08.00

- 500mile START

20.00/21.30

- 500mile FINISH, following:

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- Park Ferme-Technical Checks

...

- Awarding Ceremony

DJ: 12h
 17:00 - Secretary Office Opens- Any Team can draw its kart number-Kart decoration
 21:00 - Secretary Office Closes
 18.00-20.00 - Free Practice Session 120 minutes Counterclockwise(When Practice ends the Park Ferme period starts)
 20.00-20.30 - Qualify Session 30 minutes Counterclockwise (Park Ferme period- entrance in the technical Area is forbidden)
 20.30-21.00 - Pre-Race Briefing

Saturday

07.30-08.00 - Starting Grid preparation (Park Ferme period- entrance in the technical Area is forbidden)
 08.00 - 12h Endurance START- -counterclockwise
 20.00 - 12h Endurance FINISH
 20.00-20.30 - Park Ferme-Technical Checks
 20.30 - Awarding Ceremony

N.B. THE SCHEDULES ARE PEREMPTORY, NOT RECOVERABLE, NOT EXTENDABLE. THE OFFICIAL TIME WILL BE THE ONE OF THE OFFICIAL TIMING

Art.11 - Safety Car

- 11.1. The Organization will point out during the Briefing before Practice which is the Official "Safety Car" of the event and therefore authorized to enter in the racetrack.
- 11.2. The function of the "Safety Car" will be to neutralize the competition in case of dangerous situations, with particular reference to the sudden change of the weather conditions, when the ambulance or the "Recovery Car" is on the track and in case of accidents that obstructs the racetrack.
- 11.3. The entrance of the "Safety Car" will be ordered by the Race Director only.
- 11.4. The "Safety Car" will enter in the racetrack in front of the first kart in , **IF IT IS POSSIBLE**, and all the Drivers will tail behind, maintaining a safety distance. No one driver is allowed to overtake the "Safety Car" or the other karts. During the permanence in the racetrack the "Safety Car" will maintain the flashing lights turned on. It will signal its re-entry into the Pits to the Drivers switching off the flashing lights, with congruous advance of time. After the "Safety Car" has switched off the flashing lights, the first kart behind must slow down the group to permit the "Safety Car" go back in the pits". After TEN SECONDS slow down period, the first kart can start accelerating at normal race speed. With the "Safety Car" on the racetrack overtaking is STRICTLY FORBIDDEN.
- 11.5. While the "Safety Car" is on track, the stops in the pits are allowed both for technical interventions and to change the driver/refuelling (except different dispositions given by the Race Director during the Briefing).
- 11.6 After the "Safety Car" has re-entered into the pits, the drivers must observe the "Yellow flags" until the Start/Finish line. It means that no overtaking is admitted before that point. On the Start/Finish line the Race Director will show the "Green Flag" and from that point-and not before- the Race returns in normal conditions and consequently the overtaking is permitted again.
- 11.7. Except different disposition from the Race Director, the "Safety Car" will enter in the racetrack before the Practice, before the Qualifying and before the Race. In that particular case the purpose of the "Safety Car" is to attest the regularity of the circuit before the karts start racing.

Art. 12 - Race Behavior and Discipline - Flags

- 12.1. "Fair Play" must be respected during Practice/Qualifying/Race: any Driver must avoid to create situations of danger, respecting all the dispositions of the **R.d.C.**, of the Race Director and the exposed flags. In particular: contacts on track between/among karts are PROHIBITED. Overtaking MUST be made under safety conditions, without dangers. Bumpings, pushings and leanings between karts are obviously prohibited.
- 12.2. The racetrack must be exclusively followed in the sense of march prescribed.
- 12.3. The racetrack must be integrally followed. The Driver who cuts a portion of the racetrack, does not matter for which reason, with consequent advantage in terms of position or reduction of distance, will be punished. The consequent penalty will be given by the Race Director according to the gravity of the violation, with penalties that go from the admonition to the exclusion from the competition. The penalties for incorrect driving will be sanctioned with Stop & Go of 30" while for dangerous driving will be a ONE lap Penalty. Unfair racing behavior will be sanctioned with TWO laps penalty and with the disqualification of the Driver, if repeated and/or in the most serious cases. If a Driver earns a position in a incorrect way and returns it back there will be no penalty, with the condition that no damage has been suffered by the overtaken Driver/s, unless a different decision by the Race Director.
- 12.4. In the case of a stop on the racetrack, in any moment of the event, for any cause, the Driver will have to bring the kart to the racetrack borders out of the trajectory. If the Driver can resume racing, he/she must follow the orders of the Race Marshals, and resume racing in safety conditions only. If the Driver can't resume racing with his own means, the Driver and his/her kart will together be brought to the pits by the "Recovery Car" of the Organization. It is absolutely forbidden to abandon the kart and/or to push the kart to the pits, unless it has already crossed the pits entry line. This particular procedure will be pointed out in the briefing. In every case the kart can be pushed only by the Driver and not from any other Team members. One LAP penalty will be assigned to the Team that won't observe this rule.
- 12.5. Any technical intervention on the kart must be exclusively done in the Tech. Area of the Organization and by the Organization's personnel.
- 12.6. In the case of sudden decelerations, caused by breakdowns or accidents, and however to the sight of the Yellow Flag, it is compulsory to signal it to the drivers that follow with the arm lifted up. Also the re-entry in Pits must be signaled with the lifted arm.
- 12.7. With the "Safety Car" on track overtaking is Absolutely Forbidden. Overtaking in Safety Car period will be sanctioned with a TWO laps Penalty
- 12.8. The flags used by the Race Direction are:
 Italian flag: Endurance Start
 Green flag: restart of the normal race activity , cancelling previous flags (Yellow, Red, Yellow/Red)
 Green flag with yellow diagonal stripes: False Start
 Blue flag, still: A Driver follows you nearby: be ready to let him overtake you.
 Shaken blue flag: A Driver is about to overtake you, facilitate the passing
Note when a kart is about to be overtaken by another kart that is higher than you in the : it's Fair Play on track to signal with the hand the side where the following kart can overtake, normally it's suggested to leave the ideal trajectory free.
 Yellow flag, still: Danger, slow down, absolute prohibition of overtaking
 Shaken yellow flag: Danger, overtaking forbidden The signaled danger is really nearby
 White flag(still or shaken): Ambulance and/or the Recovery Car in the track. The Safety Car is also in the racetrack; PROHIBITION OF OVERTAKING
 Red flag, still: competition stopped. Follow the orders of the Race Marshals. You will be ordered to enter in the pits or you will be stopped on the Starting Grid. Signal it to the following drivers with lifted arm, open hand.
 Shaken red flag: Stop racing, immediately stop the kart. Drivers must immediately stop at the racetrack borders, leaving the road center free. Signal it to the karts that follow with lifted arm, hand that opens and closes. Zero tolerance for the Drivers that will overtake in this critical situation. Drivers must stop exactly where they are, at the border of the racetrack, lining behind the Driver ahead. The Ambulance is about to arrive. The problem is very serious and there is no time to waste. The Safety Car in that particular case will go out from the pits after the Ambulance, that must arrive immediately. The Drivers must switch off their engines. Drivers can resume racing when the Race Director decides it.
 Yellow flag with red stripes: Be careful, slippery racetrack
 Black flag with orange circle and number of the kart: order to enter in the pits and stop the kart due to a technical problem. The Driver can resume racing after the technical problem is solved or using the Spare Kart.
 Black and white flag whit the number of the kart: Warning to the Driver for incorrect guide. With a board with "Stop&Go" indicates to stop within three laps and the penalty in seconds.
 Black flag and the number of the kart: Disqualification of the Driver (not the entire Team). The disqualified driver enters in the pit and leave the kart to one Team mate. If a "Stop&Go" has been given by the Race Director, it will be paid by the Driver who have received the kart by the disqualified Team mate.
 Green flag (and or green light): normal race activity, resume racing.

Checked flag: End of Practice, Qualifying and Race

12.9. situations of Serious Emergency: If a Driver, during the activity on the racetrack, notices very serious Emergency situations (Driver facing the fire, lifeless, under the weight of the kart, in a clear situation when immediate help is required,...) and there are no Race Marshals nearby, absolute liberty is given to stop the kart under safety conditions on the racetrack borders, out of the trajectory and to personally intervene. The history of Motorsport has told that a lot of lives have been saved by the personal intervention of the Drivers. Don't care about Your if you have the perception that the gravity of the situation needs your immediate intervention.

Art. 13-Practice/Qualifying

13.1. Unofficial Practice. The Teams can test the track on Friday, before the Official Practice, setting up a schedule with the Organizer. **Please check art.10 for the "Unofficial" Free Practice session.**

13.2 Official Free Practice. The Teams will have to bring their karts, with the selected Driver, on the Pit Lane. The Race Direction will start the Practice session exposing the Green Flag. From that moment every Team can enter in the racetrack with its kart. The order and the duration of the stints during Practice are free at the sole discretion of the Team Manager. At the end of the Free Practice starts the Park Ferme period and the karts WON'T enter in the pits. If one Driver enters or is in the Pit Lane, for any reason, he/she will start for the Endurance from the last position of the grid. The Driver who is on the track (= takes the checkered flag) at the end of The Official Free Practice, starts for Qualify. For the "Double6h" only: after Free Practice-CLOCKWISE all the karts enter in the pits, make the driver change and the second Free Practice session- COUNTERCLOCKWISE starts.

13.2-B. During Practice it will be possible to refuel, within 30mins before the end of Practice. The karts that will reach the Refueling area after such limit cannot refuel until the Race has started, while the karts already in line to the refueling area (before the 30mins limit) will be refueled.

13.3 Qualify: right after the end of Practice, one slow down lap and immediately at the next lap will start the 30min Session to determine the Endurance Starting Grid. The Qualify results will be the only valid for the position in the Starting Grid. During Qualify is forbidden to refuel; not respecting this rule will force the Team to start from the last position of the Grid with TWO laps penalty. It will be possible to refuel only after the Endurance Race START. At the end of Qualify all the karts will remain on track, they won't enter in the Pit Lane. If one Driver enters in the Pit Lane, or was in the pit lane after Qualify End, for any reason, his/her Team will start for the Endurance from the last position of the grid with ONE lap penalty. The Driver who is on the track (= takes the checkered flag) at the end of Qualify, starts for the Endurance. Changing the Driver (except causes of greater strength) will cause ONE lap penalty during the race. During Qualify the Technical Area is closed (Park Ferme).

13.4. If Practice and/or Qualify sessions are stopped by the Race Director, the time won't be recovered and the Official Program will proceed as scheduled. In case of simple interruption for resolvable causes, the session will be resumed but the official schedule will have no modification.

13.5. In the case two or more Teams score the same Lap time, the first will be the Team who scored it before.

13.6. In the case the Qualify session is integrally jumped, the Starting Grid positions will be assigned by public draw.

13.7 All the technical interventions for problems occurred during Qualify will be made after the Endurance Start.

Art. 14 - Starting procedure:

14.1 The Starting Grid will follow the results of the Qualify sessions.

14.2 All the karts will be stopped before the Starting Grid right at the end of Qualify, before the main straight. The Drivers that raced in Qualify WON'T enter in the Pit Lane until their kart is positioned in the correct place of the Starting Grid. The Driver who is on the track (= takes the checkered flag) at the end of Qualify, will start the Endurance Race. Changing the driver in any case will cause One lap Penalty.

14.2-b The karts will be stopped before the Starting Grid after the end of the slow-down lap, immediately after Qualify ends and placed on the grid for the Start.

14.2-c The starting Drivers must be on the Grid at least 5 minutes before the starting time. **Only** the Driver that starts can be in the grid. In case of Le Mans Start, the Team Manager must be behind the kart, in case of emergency. The karts can't be pushed in any case.

14.3 The type of Start used(Launch-start, Grid-start or Le-Mans Style start, with flag or light) will be pointed out during the briefing

14.4 In case of any delay of any nature, for any reason, the Official Schedule won't be modified or delayed. In these cases nothing will be due from the Organization to the Teams or reimbursement for the reduced time of competition.

Art. 15 – Endurance Race

15.1. The ITKC 2017 has four Endurance Races with different durations and format.

15.2. If the Endurance Manche is interrupted, will be considered valid the number of laps scored one lap before the interruption. If the race won't at least reach 75% of the total time, half of the points are assigned to the Teams in the ITKC 2017 Standing.

15.3 In the case of heavy rain, considered by the Race Director enough dangerous to interrupt the Competition, better weather conditions will be waited and a new Start will be given, resuming race ONE lap before it was interrupted. If the weather conditions won't allow to resume racing, the Race Director declares it valid ONE lap before the interruption of the competition. The Event Official Schedule will always be respected.

15.4 The winner of any Race will be the Team that catches the checkered flag first. For the "Double 6h" only: the winner is the Team who scored the maximum number of points counting Pole(Manche-1 and Manche-2)/ Best Lap (Manche-1 and Manche-2)/Race (Manche-1 and Manche-2).

15.5 In the case of heavy rain before Practice or Race Starts, the Race Director will wait better weather conditions to start racing.

15.6 Teams can't finish the race crossing the Finish Line in the Pit Lane. Doing that means ten position less in at the end of the race.

Art. 16 - Standings

16.1. The "ITKC 2017" Winner will be the one that has scored the highest number of points, making the summary of all the results of any Race.

16.2 In every Race there will be the Overall Standing, including both the **GTR** and the **GTO** Classes. Any Class has a dedicated awarding ceremony (**if the two classes GTO and GTR will not have a similar number of karts, will be made ONE Absolute Standing with all the karts, with a BOP Balance of Performance for all the karts. The weight of both classes of the engine+kart package MUST be the same**). To be listed in the ITKC 2017 Standing any Team MUST race in at least TWO races.

Art. 17 - Claims and Appeals

17.1. The claims must be presented by the Team Manager to the Race Director within 15 minutes after the end of the Race, through the available "Protest Form", available on the site www.itkc.it

17.2. The claims will have to be pertinent and to treat a singular matter, presented to the Race Director or in his/her absence to a Race Officer.

17.3. The claims can be presented by the Team Manager only.

17.4. The Complainant has the right to be listened by the Race Committee and to ask for the audition of witnesses.

17.5. If the Race Committee is unable to pronounce a decision before the Awarding Ceremony, he will proceed with the Ceremony, communicating his decisions in writing after the event by mail to the Team Manager address.

Art. 18-Penalties

18.1. The penalties are given by the Race Director, if the Drivers and/or the Team Members do not respect the Rules and Regulations, with particular reference to the incorrect/dangerous/unfair driving behavior, the non-observance of flags, for excessive Pit Lane speed, overcoming of the maximum time and number of the driving stints. The Race Committee and the Race Director, can inflict also penalties to the Teams that technically modify any part of the kart, which is strictly forbidden.

18.2. The penalties inflicted during the competition, will be "Stop and go" of 30" to be paid in a specific area, pointed out during the briefing or one or more Laps Penalty. The "Stop and Go" will be signaled to the Drivers through a board shown by the Race Director on the Start/Finish line. The Driver must pay the penalty within 3(three) laps from the exposure of the board. The Race Direction has the faculty, in the cases of repeated and/or dangerous behaviors, to give strong Penalties.

18.3. The penalties given in the last race stint, not punishable with a "Stop and Go" while racing, will be sanctioned with a lap penalty to the Team's final Race Standing.

18.4. The decisions of the Race Director and/or the Race Committee are irrevocable.

18.5. If the Race Director should notice particularly serious behaviors, he could decide the exclusion of a Driver (or the whole Team to which he belongs) from the competition.

Art. 19 - Technical Assistance- Recovery Car

19.1. A full technical support is guaranteed to the Teams by the Organization. During the Briefing will be pointed out where the Technical Area is located in the Pits. 19.1b For the GTR class a unique Technical Assistance is provided by the Organization to all the Teams. To the GTO class will be provided the technical assistance for engine problems and refueling; all the technical intervention to the chassis are operated by the Teams own Staff.

19.2. In the Technical Area will be always located two repair zones. The Drivers' order of arrival in the Technical Area will determine the sequence of the interventions. In the case both the zones are busy, a queue will be formed. The Teams will be served with a "First in first out" sequence. The simple interventions, considered very quickly to solve, at the sole discretion of the Technical Assistance Chief, can be managed independently by a single technician, even if all the repair zones are both busy.

19.3. The technical interventions, during Practice and Race will be decided by the Technical Assistance Chief, that will give precedence to the karts with safety problems, then to those with performance problems.

19.4. The karts, that won't be able to reach the Starting Grid because of technical problems, will start the race from the pits.

19.5. It is forbidden to change the Driver in the Technical Area. If done, ONE Lap penalty is given.

19.6. Only the Driver with his/her kart can access the Technical Area. The Team Manager must ask the Technical Staff the permission to access.

19.7. When technical problems or accidents block the karts while racing in the track, the "Recovery Car" will bring the karts to the Technical Area. The Driver must wait for the intervention of the "Recovery Car" without abandoning his/her kart. The Race Director will signal that "the Recovery Car is on the racetrack" showing the White Flag, while the Yellow Flags strictly forbid overtaking, forcing the karts to line up and proceed slowly. The Safety Car enters in the track BEFORE the "Recovery Car". After all the karts are behind the "Safety Car" the "Recovery Car" picks the broken kart and brings it to the Pits.

19.8 Compulsory Technical Stops: **•A. 24h:** FOUR stops of ten minutes each before the end of the race. **•B. "Double 6h":** ONE stops of 10mins each before the end of the 1st 6h, one stops of 10 min before the end of the 2nd 6h. **•C. "500mile":** TWO stops of ten minutes each before the end of the race. **•D. 12h:** TWO stops of ten minutes each before the end of the race.

The teams can decide freely when to make the technical stops. If a Team forgets to make a Compulsory Technical Stop before the end of the race, the penalty will be a THREE laps penalty, while the missed Technical Stop has to be made anyway. If there is a line of karts waiting in front of the Technical Area, any kart must wait for its turn (GTR class only). Teams of GTO class will make their technical stop in their box with their Staff. One LAP penalty any 30" seconds (or fractions) less than the 10 minutes time.

Art. 20 - Spare Kart

20.1. GTR Class: There is NO SPARE KART. All the repairs will be made on the "OFFICIAL KART". All the karts will be given The Organization and its Partner in perfect conditions. In exceptional cases the Technical Chief can provide a spare kart to the Team, that must be returned when the reparation on the "Official Kart" is done.

20.2 GTO class: There is NO SPARE KART. All the repairs will be made on the "OFFICIAL KART".

Art. 21 - Fuel/Refuel, Tires, Tires pressure.

For both GTR and GTO classes:

21.1. Fuels and lubricants are exclusively provided by the Organization and the use of every additive is forbidden and punished with the disqualification of the entire Team from the race.

21.2. Refueling must be made by the Technical Officers only, in a specific Area, which location will be pointed out during the briefing. While refueling the Drivers must get off from the kart until they receive the signal by the Technical Officer that they can resume racing. The Drivers cannot make any operation (not even to unscrew the cork of the tank), they must get off and on the kart only. Refueling is allowed ONLY in the occasion of a Driver Change. Not respecting the point 21.2 will be sanctioned with a 30" Stop & GO (ONE lap for a refueling without the driver change).

21.3. The refueling is free, and allowed during Practice and the Endurance Race. It's forbidden to refuel in the last 30' of Practice .

21.4. All the Teams that won't refuel before the last 30 minutes of Practice won't be able to tail for refueling, while previously formed queue will be completely served.

21.5 At the end of Practice the karts won't be refueled and they will start Qualify with the fuel remained in the tank.

21.6 Refueling time doesn't affect the Pit Lane Time Limit and it's considered part of the driving stint (unless specific dispositions pointed out during the briefing).

GTR class only:

21.7 It won't be permitted in any way to operate on the karts to modify the tires pressure or any technical characteristics: the karts will be prepared all equally and with the same set-up. The Teams not respecting this rule will be disqualified.

21.8 If a tire change is necessary during the race, during the Briefing the Race Direction will point out how and when it will be possible to enter in the Technical Area to let the Staff make this operation.

GTO class only:

21.7b It is permitted to operate on the karts to modify the tires pressure and the setup. A simple Technical Fiche will be decided before May, 15-2017, including front and rear width and a few other parameters, but the guideline is that any team in GTO class will be able to setup the kart as desired. **Front and rear width will be set by the Organization within may, 15-2017. The weight of the kart+engine will be the same for both classes.. Rear axle diameter 50mm hard compound provided by the Organization. The extra weight to balance the kart weight will be fixed to the seat by the GTO Teams.**

21.8b The tire change is made by GTO Teams own staff, with their rims. GTO Teams can change ONE more tyre set than the GTR Teams. The tires can be purchased in the Technical Area and are exactly the same for all the Teams. **(if it will be one ONLY Absolute class including both GTR and GTO teams, the tire set will be one for both classes, for all the race).**

Art. 22 - Weights and Drivers codes

22.1 To balance the performances among lighter and heavier Drivers a weighting system has been introduced. The Drivers wears a bracelet with a code, which identifies them with a personal letter and the weight that they must carry on the kart.

Here is the chart that points out the weight ballasts that have to be placed in position (with a quick-release system) in the seat of the kart, during the Driver Change. The Drivers' weight is intended with shoes and suit ONLY!

- | | | |
|---|------------------------------------|------------------------------------|
| •Driver weights less than 50KGs=40extra KGs | • from 50 to 54.99KGs=35 extra KGs | • from 55 to 59,99KGs=30extra KGs |
| • from 60 to 64.99KGs=25 extra KGs | • from 65 to 69.99KGs=20extra KGs | • from 70 to 74.99KGs=15 extra KGs |
| • from 75 to 79,99KGs=10 extra KGs | • from 80 to 85KGs=5 extra KGs | • more than 85KGs=no extra weight |

Ballast colors: •BLACK:5KGS •Blue:10KGS •Red: 15KGS •Green: 20KGS. The ballasts can be combined to make the desired weight one over the other in the kart seat.

22.2 The Drivers can check their real weight, to understand what is the correct ballast to use, using the weighting machine that will be found inside the specific area, pointed out by the Organizer during the Briefing. The drivers will be weighted by the Race Direction.

22.3 Every Driver must STOP before the "Pits Out" Checkpoint (or after, will be pointed out during the briefing) to let the Race Marshals verify the correspondence among the ballasts carried on the kart and the data stored on the bracelet about the weight and the personal letter on the helmet. Missed stop and entering in the track without the check by the Race Marshals will cause a TWO laps penalty.

22.3b- After the driving stint the Race Marshals can check the Drivers' weight to verify if they carry the right ballast and the effective correspondence of the data on the bracelet with those on the helmet.

22.4 Not respecting the point 22.3/22.3B will cause penalties: ONE Lap for every 5kg of ballasts eventually forgotten by the Driver. The unfair behavior of the Driver during the weighting procedure ore using lighter weights on purpose and/or different letters to simulate to be another Driver will bring to the disqualification of the Driver from the competition and to a TWO laps Penalty to his/her Team.

Art. 23 - Technical checks

- 23.1. In any moment of the Event, the Organization and/or the Race Director can make controls of any nature, both towards the Team Members and the kart/engines to verify if the Rules and Regulations are respected by The Team. (**GTR** and **GTO** classes)
- 23.2 In particular the tires pressure (**GTR** only) and the fuel conformity will be checked, when decided by the Race Direction and/or the Organization.
- 23.3. Drivers weight will be checked after (or before) the race stints.
- 23.4. Drivers won't start racing until they have filled out the Registration Forms.
- 23.5. Drivers can't leave the racetrack until 30mins after Race Finish. In any moment they can be called by the Race Director and/or the Organizer for Race Checks. In the case a Driver has to leave the racetrack earlier, he/she must communicate it to the Secretary Office of the Organization.
- 23.6 During the post-Race checks will be verified the minimum and maximum number of stints made by each driver of any Teams. If the minimum and/or maximum number of stint won't be respected, a FIVE laps penalty will be given.
- 23.7 Technical checks of GTO class will be following the Technical Fiche: this will be released within **May, 15-2017**.

Art. 24-Wet race

- 24.1. If the "Wet Race" condition is declared, during Practice/Qualify/Race, the "Slick" tires won't be replaced and the Drivers will continue racing.
- 24.2. In case of heavy rain see Article 15.3.

Art. 25 - Advertising on the Karts and the Racetrack

- 25.1. The Organizer will need for its purposes the kart front spoiler and the central part of the rear bumper only.
- 25.2. Front/rear/left/right bumpers can be used by the Team to personalize the kart. The Teams won't be able to expose competing Brands of the Sponsors of the "ITKC 2017."
- 25.3 Every Team can expose up to 15 linear meters of advertising banners along the perimeter of the racetrack, respecting the safety norms and the Official Advertisers of the Racetrack and of the Organization. Eventual advertising Taxes must be paid by the Team. It will be possible to personalize with banner, panels, stickers the Box/Gazebo assigned to the Team. At the end of every event the Team will have to remove the whole advertising material that have been positioned on the Box/Gazebo and along the racetrack.

Art. 26 - Box, Signalings and Driver changes.

- 26.1. Every Team will have a space behind the pit wall/fence. In such space the Teams can show the BOX/Fuel boards to the Drivers on track.
- 26.2. The Pit/in Fuel/in, etc signals to the Drivers can be made through white blackboard and/or with visual supports, not self-lighted, owned by the Team or provided by the Organization. Teams can use radio-communication systems (homologated, free-of-use or with license of use, as permitted by the Italian Law), owned by the Team or rented from the Organization.
- 26.3 For the Driver change operations each Team has a unique area in front of its Box/Gazebo, with particular attention not to invade the Pit-Lane during the Driver Change operations. Except different dispositions, won't be used a common area for the Drivers change operations.
- 26.4 Entrance and exit from the Pits must happen in the SAFEST way and not dangerous: to such a purpose the kart entering in the pits will be slowed down by the Race Marshals.
- 26.5 While Drivers are waiting for the change is absolutely forbidden to enter in the Pit Lane. To the Pit Wall/Fence can temporarily enter only two representatives for any Team. Only Team Managers or Drivers are allowed to access the Pit Wall/Fence.
- 26.6. Every registered Driver can make during the race driving stints of the maximum duration of 30 minutes. Between the stints every Driver will have to rest at least 15 minutes. Not respecting the 30 minutes limit will cause a 30" Stop&Go penalty for delays less than 30", ONE lap penalty for delays from 30",01 to 60". After 60" of delay, ONE more lap any 60" delay or fractions. If the delay happens in the last driver change of the race, a TWO Lap penalty is applied to the final standing every 60" of delay or fraction. TWO laps penalty is committed if a Driver doesn't observe the minimum time of rest.
- 26.7. Number of stints allowed: see Art. 6.7
- 26.8 The driving stint duration will be calculated by an electronic timing system. The driving stint begins when the kart crosses the Pit Lane "line-out" and finish in the precise moment when the kart crosses The Pit Lane "line-in".
- 26.9. Every Driver will have to affix on the LEFT side of the helmet a letter provided by the Organization. The correspondence between Driver and letter must be exactly the same of the one of the "Waiver form and Drivers list" and it will be used to identify the Drivers on track and during Driver Change operations. In addition the Driver will have to put a bracelet provided by the Organization(coded with the extra weight and letter) on the LEFT arm . If the letter or the bracelet does not match it will be considered unfair behavior and it will cause the disqualification of the Driver and a Two-laps penalty to the Team. If this fact is repeated the entire Team will be disqualified. The letter and weight check will be made while exiting the Pits (or after, it will be pointed during the briefing).
- 26.10. The MINIMUM time limit to pass through the entire Pit Lane, from line-in to line-out is 90 seconds (except different dispositions pointed out during the Briefing). Not respecting the point 26.10 will cause a 30" Stop&GO penalty for the passage up to 5" under the 90"limit, ONE lap penalty for passages from 5",01 to 10". The passages timed by 10",01 and over under the 90" time limit will be sanctioned with TWO laps penalty.
- 26.11 If the previous articles are not respected during Practice/Qualify, it will cause a 30"Stop&GO to be paid within the first three laps of the Race.
- 26.12 Any entrance in the Pits MUST be followed by a driver change, even if the Team must refuel its kart or enter in the Technical Area. Not respecting this rule will cause a ONE lap penalty. The Team won't have to change the Driver ONLY if the kart is brought to the Technical Area by the Recovery Car.

Art. 27 - Race numbers-Box assignation

- 27.1.The numbers from 1 to 50 will be assigned by the Organization. Number ONE is assigned to the ITKC 2016 Winner. Number 13 is not assigned.
- 27.2. The box/gazebo disposition will be assigned by the Organization.

Art. 28-Electronic Timing

- 28.1. All the karts have an electronic transponder for the timing. The transponder is the only one instrument considered "Official" by the Race Director. The lap times and the transmitted on the video circuit is the only one "Official" timing.
- 28.2. At the end of each Race the Final Classification will be signed by the Race Direction and then considered "Official".
- 28.3. If the transponder stops working, it will be replaced, recalling the kart with the malfunctioning transponder in the Technical Assistance Area.
- 28.4. All the karts can be provided with an onboard computer, owned by the Team or provided by the Organization. Lap times and data given by such onboard computers does not have any "Official" value.

Art. 29- Prize Giving Ceremony

Awards are given for: single Race, ITKC 2017 and special awards

- 29.1. For any single race there will be prizes of honor and prizes offered by the Partners of the Organization, in particular will be awarded:

- ALL THE TEAMS • BEST LAP • POLE POSITION
- 29.2 at the end of the "ITKC 2017" will be awarded: • ALL THE TEAMS • FAIR PLAY
- Overall Standings ITKC 2017, both classes:
- Winning Team: 50% discount to the ITKC 2018.
 - Second classified : 35% discount to the ITKC 2018.
 - Third classified : 20% discount to the ITKC 2018.

Prizes from the Partner/Sponsors, for any race, GT1 Class: TBC

Attachment "A": Schematic chart of the Penalties of the R.d.C. (all the penalties in seconds are STOP&GO)

A1. Drivers admitted

- Disqualification of the Team that declares the false in the registration forms (minimum age of the Drivers under 14 years old, fake medical Certificates or not valid)
- Disqualification of the Driver and/or the Team who starts racing without having compiled and consigned all the forms and documentation.
- Disqualification of the Driver and TWO laps penalty to the Teams for having registered the same driver in two different Teams
- Disqualification of the Driver and TWO laps penalty to the Teams for having raced in two different Teams
- Disqualification of the Driver and TWO laps penalty to the Teams for having changed the Team during the race without permission from the Race Direction

A.2. Racing behavior on track

- Refueling in Qualifying: the Team starts for the Race from the last position of the grid with a TWO laps penalty.
- 30" for incorrect driving, in which the committed fact is not deliberately made but however causes a damage to whom suffers it (Art. 12.1-12.2-12.3.12.4)
- ONE lap for dangerous driving, if the committed fact is considered deliberately made or not but causes a serious damage to whom suffers it. The penalty will also be inflicted to the Drivers that continue to race in incorrect way. (Art.12.1-12.2-12.3.12.4)
- TWO laps penalty for Unfair driving, when the committed fact is considered very serious. Such penalty will also be inflicted to the Drivers that continue to race in dangerous way. (Art. 12.1-12.2-12.3.12.4)
- Disqualification: maximum penalty given to the Driver that continue to race in dangerous/unfair way. The Race Direction in this case communicates to the Team Manager that this Driver cannot continue the competition anymore. (Art. 12.1-12.2-12.3.12.4)
- ONE lap penalty if the Driver will push the kart (unable to move with the engine power) to the Pits, unless it already crossed the Pit Lane Line-In (Art. 12.4)
- ONE lap penalty for overtaking during yellow flags. TWO laps penalty for overtaking during yellow flags under conditions of particular gravity (it means really unfair driving)

A.3. Driving stints

- 30" penalty for delayed 30 minutes limit not more than 30 seconds (art. 26.6)
- ONE lap penalty for delayed 30 minutes limit from 30 seconds to 60 seconds (art. 26.6)
- ONE MORE lap penalty for delayed 30 minutes limit any 60 seconds (or fraction) over 60 seconds of delay (art. 26.6)
- TWO Laps penalty every 60" (or fraction) of delay if committed during the last race stint. (art. 26.6)
- Disqualification of the Driver and two Laps penalty to the Team for Unfair behavior in the Driver changes (Art. 26.9)
- Disqualification of the Team for unfair behavior (same Driver racing for more consequential stints, repeated sending on the track a Driver with helmet and / or a Teammate's overall with the purpose to make to believe that a Driver change happened when in reality is not, overcoming of the max numbers of stints per Driver (Art. 26.79)

A.4 Practice/Qualify/Start/Driver Change/Refueling/Technical Assistance

- Last position of the grid if the driver enters in the Pit Lane or was still in the pit lane after Practice End (Art. 13.2).
- Last position of the grid with ONE lap penalty if the driver enters in the Pit Lane or was still in the pit lane after Qualify End (Art. 13.3).
- ONE lap penalty if the Team changes the Driver who finishes Free Practice for the Qualify. (Art. 13.2)
- ONE lap penalty if the Team changes the Driver who finishes Qualify for the Start of the race. (Art. 13.3)
- ONE lap penalty if the Team changes the Driver who finishes 12hr Race1 for the Start of the 12hr Race2. (Art. 14.5b)
- ONE lap penalty and last position on the grid if the Park Ferme period between Qualify and Race Start is not respected (Art. 13.3)
- TWO laps penalty if refueling is made during Qualify or in the last 30 minutes of Free Practice (Art.13.2b, 13.3)
- 30" for passing the Pit Lane from 0.1" to 5" less than the minimum time limit (Art. 26.10)
- ONE lap for passing the Pit Lane from 5,01" to 10" less than the minimum time limit (Art. 26.10)
- TWO laps for passing the Pit Lane from 10",01 and up less than the minimum time limit (Art. 26.10)
- 30" if the Driver doesn't respect the refueling procedures (Art.21.2)
- ONE lap penalty if refueling is not made with (before or after, as pointed out during the briefing) the Driver change (art.21.2)
- 30" for having not respected the procedures in the Pit Lane (Art.26.4, 26.5, 26.6)
- Disqualification of the Team for the use of additives in the fuel (art 21.1)
- Disqualification of the Team for any technical intervention the kart (art 21.7 and 21.8)
- THREE laps penalty if a Team has not made the compulsory Technical stop (art. 19.8).
- ONE lap penalty any 30" seconds less than the minimum 10 minutes time of the Technical Stop

A.5 Weights

- Two laps penalty if the Driver doesn't stop at the Pits Check Point for the Weights/Letter control (Art. 22.3)
- One lap penalty every 5kg of ballast less than the correct weights. (Art.22.4)
- Disqualification of the Driver and TWO Laps penalty to the Team for unfair behavior (lack of conformity between bracelet/letter on helmet, use of helmet and bracelet of other teammates, etc) (Art. 22.4, Art. 26.9)

A.6 Technical checks

- Fuel not conforming to the "Official" gasoline: disqualification of the Team
- Tires pressure different from the "Official" set up: disqualification of the Team
- Overcoming of the driving stints limit or consecutive driving stints: FIVE laps penalty (except cases of greater strength verified by the Race Direction).

N.B. The penalties commissioned during Practice and Qualify will be paid with "Stop & Go" or Penalties Laps within the first three laps of Race.