



REGOLAMENTO DEFINITIVO

TRISCINA 11-12 maggio 2024



Art. 1 Admitted karts

Participation in the race is conditional upon the rental of the kart by the organizer.

The organizer will provide technical assistance to all entered teams, including refueling procedures. There will be two categories depending on the level of experience of the participating teams. PRO and GENTLEMAN and will race with 390cc go-karts (sodikart RT10). The race is part of the Sodi World Series.

Art. 2 Team and drivers

The teams have to be made by at least 2 drivers for the PRO and 3 for the GENTLEMAN. The minimum age required is 14 years old, parents' consent is required (a form of disclaimer of liability).

Art. 3 Race format

The event will have the following format:

- A) Free practice
- B) Qualifying practice (Superpole)
- C) Endurance race (8 hours)

Free practice: the time duration of the free practice will be 20 minutes.

The assignment of the karts will be drawn by lot. Driver changes within the same team during free practice will take place in the pit lane reserved in the race, there is no minimum or maximum time to respect except for the speed in the deceleration lane which must be 30 km/h. The procedure will be illustrated in the briefing.

Qualifying practice (Superpole): the time duration for the qualifying practice will be 15 minutes. The starting grid will be assigned based on the best time, in the case of ex aequo the 2nd best time will be taken into consideration (and so on).

The qualification can be carried out by any driver of the team at his discretion. The assignment of the karts will be drawn by lot. It is mandatory to complete at least 1 timed lap. PRO and GENTLEMAN: tank with 4 liters of petrol, weight check (kart plus driver) at each return to the pit lane

Endurance race: the time duration of the endurance race will be 8 hours non-stop. The starting procedure can be carried out by any driver also by the one who ran the qualifying practice. the same kart used for qualifying will be used. It will be forbidden to refuel between qualifying and the race.

Art. 4 Starting procedure

Karts will be parked on the starting grid based on the results of the qualifying practice. A parade lap will take place and it is mandatory to respect the assigned position. The start will be ordered (ROLLING START) and at the discretion of the Race Director, the traffic light or the flag will determine the beginning of the race.

In case of cancelled departure, the entire procedure will be repeated.

The time countdown will officially begin at the start of the reconnaissance lap, if the competition does not start for technical reasons after the first reconnaissance lap the subsequent procedure will still be considered race time.



Art. 5 Kart allocation and race format

Karts allocation will take place for free and qualifying practice through a special draw. The same kart used for qualifying will be used for the start of the race

The draw will take place after all TEAMS have carried out the sporting checks.

PRO and GENTLEMAN: during the race THERE IS NOT A MANDATORY MINIMUM OR MAXIMUM NUMBER OF PIT STOPS, pit stops are meant for kart, driver changes, and refuel. NO MINIMUM OR MAXIMUM TIME DURING PIT STOP. A maximum speed of 30 km per hour will be mandatory in the deceleration lane which will be signaled by a special speed bump with display placed at the end of the lane visible throughout the lane, excess speed will be sanctioned with stop & go (+1- 5kmh 15 seconds, +6-10kmh 30 seconds, +11-20kmh 60 seconds). Any rear-end collisions in the deceleration lane will be sanctioned with a stop & go (30 seconds). The kart available to the team in qualifying will be refueled with only 4 liters in the tank, there is no refueling between qualifying practice and the race. During the race, petrol will be refueled in a special station (not mandatory, at the team's discretion) with 4 liters of petrol regardless of what was left in the tank in the previous stint. THE DRIVER MUST NOT BE ON BOARD THE KART DURING THE REFUELING. The karts present in the pit lane for the first change will have enough fuel in the tank for starting the engine and the stretch of road between the kart change and refueling. The kart change will take place in a special area, a colored ball will be drawn and the incoming vehicle must join the lane of the same color. Two balls of the same color can never be drawn in succession. For each driver change, the name of the replacement driver must always be reported to the marshals. It will be possible for a driver to do consecutive shifts (back to back) but no more than two and always changing karts. Each driver within a team must drive for at least 2 race stints with no minimum or maximum time. In the event of the vehicle stopping on the track for technical reasons, the driver is obliged to remain near the kart which will be recovered by assistance in the shortest possible time, the driver is absolutely forbidden to return to the pits with the table and transponder without the kart, once back in the pit lane, the conventional kart change procedure etc. will be followed. If the kart stops due to a technical problem with the vehicle, the time lost on the track will be made up, if it is due to a lack of petrol, the time will not be made up. The procedure for returning, weighing, driver change, refueling and acceleration for pit exit will be detailed in the digital briefing which will be published on the race website by April 2023. PRO and GENTLEMAN: maximum fairness on the track is recommended, drivers

must avoid contacts. It is absolutely forbidden to have voluntary contact between the karts (pushing between associated teams), in the event that this happens the black and white warning flag will be displayed with the no. of the kart concerned, if this continues, he will be sanctioned with a 15 second stop & go. Any behavior deemed incorrect by the riders on the track or by staff attributable to a team in the paddock will be sanctioned with stop & go or with higher penalties depending on the seriousness. Radio communication is allowed for every category.

Minimum weight:

PRO and GENTLEMAN: during each pit stop, drivers are required to pass from the scale, the minimum weight for kart and driver is 253 Kg, in case of underweight up to 1kg X second of penalty, between 2 and 5kg, x seconds of penalty, over 5Kg 1 lap.

Art. 6 Penalties

Penalties will be imposed as a result of non-regulatory behaviors of the participants. Race Directors' judgment is unquestionable. Penalty communications will be displayed on a board with "STOP AND GO" written on, followed by the karts' race number. The board will be held by an operator at the finishing line. Penalties can be preceded by an admonition signaled by a white and black flag. Penalties must be served within three laps in an area that will be designed by the organizers during the briefing. For more serious cases, the Race Director can proceed with the exclusion of the team from the race. Once again, the Race Director and commissioners' judgments are unquestionable.



Art. 7 Race entry fee

The race entry fee for PRO and GENTLEMAN is 600 euro. The fee includes: kart rental for the entire race day, fuel, lubricants and all of the services provided by the organization.

The subscription must be submitted simultaneously both on the SWS website and directly to the race officer with the form enclosed together with the deposit 30% of the race fee.

Art. 8 Drivers requirements during practice and race.

All drivers, both during the practices and the race itself, must abide by the rules established by the Race Director and officials. In particular, all drivers must:

Be on time for every activity and be in good psychophysical condition.

Carefully follow the directions of the Race Director and officials.

Maintain trajectory by avoiding a zigzag course.

Facilitate overtaking when obviously slower.

Stick to the established root. It is forbidden to drive karts in the opposite direction than the one established by the Race Director and officials.

Drive carefully. It is not allowed to carry out maneuvers that, for their nature, can be considered dangerous. Dangerous conduct is punished with immediate exclusion from the race.

Never, under no circumstances, cross the track on foot. Move their kart to a safe area in case of kart shutdown.

Wait for technical assistance in case of technical issues with the kart (lack of fuel, engine failure). All drivers must wait by sitting in the kart, drivers are not allowed to get off on the track.

Any unsportsmanlike conduct will be sanctioned and, depending on the severity, the team can be admonished from the race.

Art. 9 Flags and warnings

During every activity (practices and race), drivers must pay attention to all signals.

Signals will be indicated through flags:

Italian flag or traffic light: Start of free practice, qualifying and race.

Yellow flag: Danger, slow down, overtaking is strictly prohibited. If the yellow flag is waved, there is an immediate danger

Red flag: Stop of the race or session. All the drivers have to stop racing and slowly proceed to the pits.

Black-white flag: Unfair driver warning. A second warning will result in black flag.

Black flag (and kart number): The driver will have to stop into the pits at the following lap. Driver might be admonished depending on Race Director and commissioner judgment.

Art. 10 Ranking

Rankings for each category will follow the order of final arrival on the finishing line.

Art. 11 Refueling

Fuel and lubricants will be exclusively provided by the organizers. It is forbidden using any kind of supplementary additives, penalty exclusion from the race. Refueling procedures will be carried out by the technical staff before each practice and race.

The amount of fuel (check **Art. 5**) is defined by the organization.

Art. 12 Reparations and technical assistance

Technical assistance will be handled by the staff of mechanics of the organization, in an established area. Drivers will be assisted in order of arrival at the designated area. In case of high demand, the order is still determined by who arrives first and so on. Technical assistance between the practices and the race will be carried out by the operators who are able to give priority to the karts with important and potentially dangerous problems. Karts that are not able to line up on the starting line due to ongoing assistance will start from the pits.

Art. 13 replacement kart

During the practices and race it will be possible to have a replacement kart, in case of technical problems or accidents that severely damage the kart. The replacement is decided by the technical operators.

Art. 14 Prizes

A cash prize will be awarded to the top 3 teams in each category. The amount will be communicated in the final settlement.

There is a cash prize to be awarded to the first three places in each category: PRO: prize money 3000 euros divided as follows (8 or more teams)

1st euro 1500.00

2nd euro 1000.00

3rd euro 500.00

GENTLEMAN: prize money euro 3000,00 (8 or more teams) 1st euro 1500.00

2nd euro 1000.00

3rd euro 500.00

Bonus 500 Euro for the winner of the crowded category. The aforementioned cash prizes will be halved if up to 50% are entered in the single category and the undistributed money will be donated to charity.

The challenge trophy Mainaldo Maneschi will be awarded to the first place in the PRO category.

The first three places for each category will receive an honor prize as well.

The pole positions of the PRO and GENTLEMAN categories will be awarded on the track.

Art. 15 Prize ceremony

The prize ceremony will take place at the end of the race.

Art. 16 Responsibility

Under no circumstances will responsibility for any damage to persons or property be charged to the organization.

Art. 17 Damages to property

Any damages to property (karts) belonged to the organization will be borne by the directly responsible person. Any mechanical failure will be borne by the organization.

Participation in the event implies full consent to this regulation, and for what is not specifically reported in this settlement, please refer to the FIA-Karting regulations and its



Program

May 11th, 2024:

Free practices: 14.30/18.30 (extra cost)

20 minutes turns (extra cost)

Sport checks 14.00/18.30

May 12th, 2024

Sport checks: 07.30/08.00

Free practice (extra cost) 2 turns 10 minutes

08.15/08.45 Free practice: 9.00/9.20

Qualifying practice:

9.35/09.50 Race (8 hours):

10.30/18.30 Prize

ceremony: after the race