EUROPEAN DEAF KARTING CHAMPIONSHIP

# REGULATIONS AND INFORMATION

EUROPEAN DEAF KARTING CHAMPIONSHIP

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*Thank you for participating, or your interest, in* ***EDKC - EUROPEAN DEAF KARTING CHAMPIONSHIP***

*Please read these rules carefully before you race. You are expected to follow them at all times.*

*If you have any doubt about the content, you may either contact us at info.edkc@gmail.com or via a national contact (see website contact page) who can communicate with you (or translate for you) in your native language and IS - International Sign.*

SLOVAK KARTING CENTER

Orechová Potôn 812, 930 02

Orechová Potôn, Slovakia

https://slovakiaring.sk/

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***The EDKC is run and policed by the host circuit and any queries should be directed towards the circuit staff or organisers. The regulations are subject to change at any time, and without notice.***

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# 1 - ENTRIES

**1a - COST**

EDKC 2023 Entry fee is €120 per driver.

Nations Team Championship 2023 is €960 per team (of 8 drivers).

Full payment is required to confirm entry.

Payments are strictly **non-refundable, non-transferable.**

**1b - PAYMENT**

Entries must be paid for online via the EDKC website www.edkc.eu.

Please follow the instructions carefully, as entries are not confirmed unless payment is made at the time of entry.

You can also contact info.edkc@gmail.com to discuss your entry.

**1c - CAPACITY**

EDKC 2023 is limited to the first 96 drivers to enter and pay in full. A reserve list is managed by the organisers, in case of cancellations. To add your name to the reserve list, email info.edkc@gmail.com.

**1d - ENTRY CRITERIA**

Drivers must be aged 18 or over at the time of the event.

Drivers must be capable of driving rental karts safely and to a high standard, and be well acquainted with standard rental karting rules & procedures. Frequent spins or crashes are unacceptable. Organisers reserve the right to exclude a driver if they are unable to drive to this standard.

Continued participation in a EDKC event will depend on drivers being able to lap within 10% of the fastest driver in any given session. For example, if the fastest time in a given session is 33.0 seconds, all drivers are expected to be lapping at 36.3 seconds or faster.

Staff from the host circuit may not compete in EDKC.


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# 2 - FORMAT AND GRIDS

## 2a - SCHEDULE

EDKC 2023 is comprised of two days:

- **Friday 8th September 2023**: EUROPEAN DEAF KARTING CHAMPIONSHIP
- **Saturday 9th September 2023**: EUROPEAN DEAF KARTING NATIONS TEAM CHAMPIONSHIP

## 2b - FORMAT

As part of their entry, each driver is allocated to drive in:

- 3 x 15 Minute Heats (5 Min Qualifying + 10 Min Race)
- 1 x 20 Minute Final

## 2c - HEAT ROUNDS

The Heats are split into three ‘rounds’. Each driver will compete in one Heat per Round. This is to help spread each driver’s racing schedule evenly over the course of the weekend.

## 2d - TRACK CONFIGURATION

EDKC 2023 features two track configurations, ‘Standard’ and ‘Alternate’.

Heat Rounds 1 and 2 will be run on the Alternate layout, all other races are on the Standard layout.

## 2e - HEATS DRAW

A random draw on the 8-9th September 2023 (broadcast live) will allocate drivers to their respective Heats.

EDKC aim to ensure a wide spread of drivers across the rounds, in order to ensure (as much as possible) that the same drivers do not compete in the same Heats.

## 2f - GRIDS

Starting positions for the Heats and Final are decided qualifying times in advance of each race.



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# 3 - OFFICIAL PRACTICE

## 3a - DRIVER RESPONSIBILITIES FOR PRACTICE

Competition for available practice sessions is expected to be high.

**Drivers are encouraged to:**

- Practice in advance where possible. The circuit generally has good availability, particularly on weekdays, on the weeks leading up to the event. The week of EDKC itself can be limited in availability due to event and kart preparations.
  Contact karting@slovakiaring.sk or krasnansky@slovakiaring.sk to arrange.
- Take note of when additional sessions are released through the website to ensure they do not miss out.
  These will be announced via social media, the website itself, and via email.

**Drivers are required to:**

- Ensure they are present and ready in good time. Drivers must arrive at the venue least 60 minutes before their session, and be ready in the pit lane at least 10 minutes before their session.
  Drivers who are not available at the specified arrival time - and for the session itself - may not have the chance to be able to transfer to a later session.

- Display the official EDKC visor strips or the EDKC logo on their person on the week of EDKC.
- Run at the official minimum weight (90kg). Drivers failing to meet the weight limit risk their times being invalidated on the timing system.


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# 4 - KART DRAW & KART CHANGES

**4a - RANDOM KART DRAW**

Karts are allocated to drivers randomly for each race by means of a draw.

Drivers must arrive in the pits at least 10 minutes prior to the race start to draw a kart number from the bag. The number drawn will be the kart driven for this particular race.

In the event that the circuit are concerned about a potential problem with a kart that has been drawn, but are satisfied that the kart is safe to be driven, the driver will be given the option to follow the Kart Change Procedure (see 4e).

**4b - DRAWING THE SAME KART**

If a driver has already selected that kart number in a previous heat, the number must be put back in the bag and a new number drawn.

If only previously selected kart numbers remain, the driver will be allocated whichever kart they drew first. The ‘same kart’ rule does not apply to the Semi Finals and Final, as most karts will have been driven already.

**4c - OPTIONAL KART CHANGE**

Drivers are optionally permitted to change kart BEFORE qualifying.

- Drivers who optionally change karts BEFORE qualifying has started will be allowed to take part in qualifying, but understand that they will be driving a cold kart from the spares row.
- Drivers who optionally change karts AFTER qualifying will start at the back of the grid, in the order that they redraw (i.e. first person to notify circuit of a change will rejoin the back of the grid first)
- Drivers may not change kart DURING qualifying apart from in the unlikely event there is a serious mechanical failure (see **4d Mechanical Kart Change**)

**4d - MECHANICAL KART CHANGE**

In the unlikely event that a kart has a mechanical problem the following will apply:

- If a SERIOUS mechanical failure occurs requiring a session stoppage (clear mechanical failure e.g detached wheel or engine seizure) and the driver is forced to change karts, they will follow the Kart Change Procedure. If feasible, the new kart will be driven by circuit staff beforehand, and the driver will be permitted to rejoin the track in the position they were in when the race was stopped..


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- If a driver suspects a NON-SERIOUS mechanical problem, the driver has the option of returning to the pits and following the Kart Change procedure. This will count as a Pitstop. However, they must accept that they will rejoin the session ‘as is’ and will not be able to resume their previous position.
- Drivers suspected of fabricating or exaggerating a kart problem in an attempt to improve their chances of success, or to force a kart change at an opportune moment, risk being penalised.
- f a kart has failed due to driver error, no spare will be given.

**4e - KART CHANGE PROCEDURE**

If a driver wishes to change kart, they should drive into to the pit-lane (notifying circuit staff if possible to do so) to follow the redraw process:

- The replacement kart number will be drawn from a Spares bag.
- The Spares bag will contain the numbers of the Spare kart. The number drawn will be the kart driven, even if that kart has been used before by that driver.
- In case of multiple drivers wishing to change karts, drivers will draw in the order that they notify the pit-lane marshal of their intention to redraw.
- A Kart Change will not count as a Pitstop, with the exception of a NON-SERIOUS mechanical kart change made during a race.

**4f - KART CHANGING FINAL DECISION**

The final decision to allow or deny a driver to change kart, or rejoin the session in a particular position, is entirely at the discretion of the organisers – as is making ‘in-event’ adjustments to individual karts and the kart lineup in general. The organisers decision is final.

Drivers must understand that there will always be scenarios outside of the scope of these rules, and it is the organisers intention with any decision to be as fair as possible.

**4g - NOTE TO DRIVERS REGARDING KART CHANGES**

EDKC 2023 will be using a new fleet with a low failure rate and excellent kart parity. Please consider this before asking for a kart change.

This being said, EDKC recognises that despite best efforts, karts like any other machine are capable of failing and fluctuating in performance, especially under the intensive conditions of a non-stop race weekend. The rules are in place to ensure fairness under most conceivable scenarios.


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# 5 - POINTS SCORING SYSTEM

**8a - POINTS SYSTEM**

| | | | |
|---|---|---|---|
| 1st | = 24 pts | 13th | = 12 pts |
| 2nd | = 23 pts | 14th | = 11 pts |
| 3rd | = 22 pts | 15th | = 10 pts |
| 4th | = 21 pts | 16th | = 9 pts |
| 5th | = 20 pts | 17th | = 8 pts |
| 6th | = 19 pts | 18th | = 7 pts |
| 7th | = 18 pts | 19th | = 6 pts |
| 8th | = 17 pts | 20th | = 5 pts |
| 9th | = 16 pts | 21st | = 4 pts |
| 10th | = 15 pts | 22nd | = 3 pts |
| 11th | = 14 pts | 23rd | = 2 pts |
| 12th | = 13 pts | 24th | = 1 pt |

**8b - ADDITIONAL POINTS**

An additional 0.5 points will be awarded for fastest lap or pole-position. In the event that two drivers score the same lap time, the driver who scored the lap time first will be awarded the points.

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# 6 - EQUIPMENT

**9a - USE OF OWN EQUIPMENT**

Drivers are permitted to use their own race gear and equipment. At all times this must be in good working order and professionally presented.

Helmets must be full-face. Tinted visors are permitted at driver's discretion, although at all times the drivers must be able to safely see the circuit, other drivers and officials signals.

Radio communication is not permitted.

**9b - USE OF CIRCUIT EQUIPMENT**

Drivers may use all or part of the circuit's race gear and equipment. The circuit equipment will meet the standard required for EDKC.

Drivers must treat the circuit race gear and equipment respectfully and return it after racing is complete. Any damages must be paid for.

It is not permitted to take the circuit race gear and equipment off-site at any stage.

**9c - MANDATORY EQUIPMENT**

The following equipment is compulsory:

- Full face helmet
- One-piece Race Suit
- Gloves (must cover wrist, hand and fingers)
- Shoes or race boots (must cover ankles, feet and toes)

Drivers may optionally use neck-braces, rib-protectors, body armour and knee pads which can be provided by the circuit on a first-come, first-served basis.

**9d - EDKC BRANDING**

Upon signing in for the EDKC, drivers will be provided with a EDKC branded visor strip or EDKC stickers to be applied to the visor and/or helmet. At least one EDKC branded item MUST be worn from EDKC week onwards.

Providing branded stickers is a standard practice in major racing series around the World as it allows the logo of the competition – and any event sponsors - to be displayed in photographic media.



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# 7 - WEIGHT

**10a - MINIMUM WEIGHT**

Drivers must weigh a minimum of 90kg at the end of each EDKC session, including Official Practice (Friday).

Drivers are allowed to race overweight.

**10b - WEIGHING METHODS**

In addition to the driver, the 90kg minimum weight may be comprised of any of the following:

- Race gear (helmet, suit, gloves, neck brace etc)
- Personal ankle/wrist weights or weighted vest
- Personal weighted seat insert
- Kart Ballast (provided by circuit only), applied to kart side pods (maximum 30kg per driver)

**10c - DRIVER'S RESPONSIBILITY**

It is solely the driver's responsibility to ensure that they have the correct weights for each race, including checking any weights requested from the circuit. Circuit staff will place any requested Kart Ballast into the side pod tank.

Drivers are also responsible for checking that all weights are securely fastened and safe prior to racing.

**10d - PERSONAL WEIGHTS**

Any weight worn on the drivers themselves must be under the race overalls in order to prevent them coming loose at any point on track.

They must be securely attached to the driver, present no obvious risk to the driver and pass inspection by the race officials if requested.

**10e - WEIGHTED SEATS**

Personal weighted seats must be presented in a professional state.

They will ideally be upholstered or the back will be covered with fabric of some kind, in order to protect the permanent rental kart seats from damage or scratching.

The seat should fit snugly into the rental kart seat and must not easily come loose in the event of an accident.



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**10f - WEIGHING PROCEDURE**

The top five drivers finishing in each EDKC race will be weighed on the official pit lane scales.

In addition, officials may perform random spot-checks on any driver after the race.

These drivers may not leave the pit lane or be in contact with spectators or any third party until they have been weighed.

**Remember** – you can lose a great deal of weight through sweat during a race.

**10g - UNDERWEIGHT PENALTY**

Drivers confirmed to be underweight, regardless of the amount by which they are underweight, will be **disqualified** from that race. The organiser's decision is final.

**Disqualification** will result in the driver being given. Points for Last Place (1 point only), in a post-race penalty.



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# 8 - CIRCUIT RULES

**11a - RED LIGHTS/FLAGS**

If red lights are shown, drivers must come to a full and complete stop IMMEDIATELY.

- Drivers deemed to have taken an unnecessarily long time to stop may be penalised.
- Drivers deemed to be creeping forward during a red light may be penalised.

During red flag situations, drivers should always be prepared for racing to imminently resume.

- Before resuming racing, circuit staff will advise drivers to prepare for a green light if possible.
- A straight red to green light will occur, with racing resuming immediately.

Circuit staff may use an electronic system to remotely shut down the karts if necessary.

Drivers already in the Pit lane may complete their Pitstop and wait on the Pit exit until the lights turn green.

**11b - YELLOW LIGHTS/FLAGS**

If a yellow light is shown, Race Control will simultaneously limit the speed of all karts by remote.

- Yellow lights apply to the whole circuit i.e. full course yellow
- Single file, no overtaking. Drivers deemed to have overtaken under Yellows will be given a Black Flag.
- The remote speed limiter restricts all karts to a fast walking pace.
- Drivers should expect imminent track blockages and be prepared to stop.

Lights will change to green without warning. Racing is immediately resumed with speed restrictions removed.

**11c - BLUE LIGHTS/FLAGS**

A Blue Flag/Lights will be shown if a driver is about to be lapped by another driver. For example, a race leader may be closing on a back marker and is likely to be impaired by the slower kart within a lap.

- The driver receiving the Blue Flag/Lights must allow the ‘leader’ (the kart ahead on track position) to pass at the earliest opportunity within a lap of being shown the Blue Flag.
- The other driver must be allowed to pass safely, without impairing them. Suddenly braking or changing direction is not a good idea.
- It is the responsibility of the driver being shown the Blue Flag/Lights to be aware of their track position and ensure they do not lose time themselves whilst making the manoeuvre. This is a skill in itself.


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**11d - BLACK AND WHITE WARNING FLAG**

The black and white diagonal Warning Flag will be shown for persistent minor rule infringements, or a more severe rule infringement that is not serious enough to warrant a Black Flag or Bad Pass Flag at this stage.

**11e - BLACK FLAG**

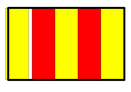
The Black Flag will be shown for a major rule infringements. Drivers receiving a Black Flag must make a Pitstop and speak to a member of staff before rejoining the track.

In case of a disqualification, circuit staff will direct the driver to one side upon entry to the Pit lane, to allow the driver safe exit from the kart without impeding other drivers in the Pit lane.

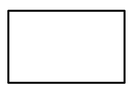
Failure to complete a drive-through penalty within 3 laps will result in the driver being disqualified from the race.

**11f - BLACK FLAG WITH ORANGE DISC**

Mechanical failure. Return to the Pit lane and speak to a member of staff. If appropriate, follow the Kart Change procedure.

**11g - YELLOW AND RED STRIPED FLAG** 

Slippery surface. There may be rain, oil or other contaminants on the track surface which are making the track unusually slippery, relative to the conditions so far. Exercise caution.

**11h - WHITE FLAG** 

Last lap. Shown to the leader onwards, on the final lap of the race. The next time you cross the line, you will be shown the chequered flag.

**11i - GREEN FLAG WITH YELLOW CHEVRON**

False start. Continue your lap in formation, and be ready to attempt another start. Do not accelerate until given the green light.

**11j - OVERTAKING AND DEFENDING**

Whilst every overtake is different, as a general rule of thumb, the overtaking driver should ensure that they are suitably alongside the kart being overtaken BEFORE the normal turning in point for a corner is reached.

The overtaking driver is also expected to demonstrate good sportsmanship by leaving room for the overtaken driver to exit the corner without being ‘squeezed’.

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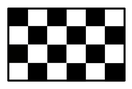
Taking a defensive line is allowed, but as per F1, excessive weaving to block another kart is not.

The decision on whether overtaking/defending is fair or not is made by the circuit staff, and their decision is final.

**11k - CHEQUERED FLAG** 

Chequered Flag is shown at the end of each session. Drivers should slow to Yellow light speed, and stay in single file with no overtaking. Be prepared to follow circuit staff directions towards the end of the lap.

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# 9 - CONDUCT & PENALTIES

## 12a - NOTE TO DRIVERS ON CONDUCT

EDKC is a competitive but unbiased. Please remember the following:

- The circuit and organisers enforce rules and penalties not to ruin anyone's day, but to allow a safe, fair and enjoyable event. On track incidents / disagreements happen occasionally, as is inevitable with close competition. Every incident is different, and some are more open to interpretation than others. By entering EDKC, drivers and spectators understand that the circuit staff make penalty decisions in good faith, based on the information available to them.
- The circuit and organisers want you to have a great event and put in a tremendous amount of effort and personal time to make the event a success. Antisocial or aggressive behaviour towards them or anyone else has no place at EDKC, and will not be tolerated on or off the circuit. As a broadcast European Championship, drivers and spectators should behave accordingly - in a polite and respectful way at all times – even if a decision goes against them. This includes conduct via social media.

## 12b - CHAMPIONSHIP RULES, FORMAT AND PENALTIES

All regulations, championship penalties, formats and other EDKC matters are non-negotiable. Each regulation has been thought about in detail.

Any requests for changes or suggestions for regulation alterations should be suggested by email and not discussed on social media.

## 12c - FINAL DECISION

All penalties applied during racing will be at the sole discretion of the circuit. The circuit's decisions are final.

## 12d - APPEALS

Race results as published and confirmed by the circuit are final. No appeals will be accepted regardless of fault. For example: In football matches, replays after referee / linesman decision may show the ball crossed the goal line but no goal was awarded. Despite this, the referee / linesman decision remains unchanged as does the final result. However:

- Where possible, the circuit staff will explain the reasoning behind a decision to the drivers affected.


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- Where possible, if an administrative error is brought to the organiser’s attention, these will be corrected.
- In so far as possible, legitimate grievances will be taken into account in future races to avoid similar problems in the interest of fair racing.

If a driver feels that a wrong decision has prejudiced his/her team result, he/she team should first observe these rules in order to be sure about his way of reasoning. After reading the rules he/she team confident that he/she team has an issue, he/she team shall submit a written protest indicating the incident, the round, race and lap, accompanied by a **30 Euro fee**. If the diver has his/her team protest approved by the Race directors, he/she team will receive his money back. If he/she team doesn't´, he/she team will lose the **30 Euro fee** and will be unable to write other protests.

**12e - DISQUALIFICATION FOR ANTISOCIAL OR AGGRESSIVE CONDUCT**

Drivers disqualified for antisocial behaviour on or off the circuit are not permitted to take any further part in the competition. No refunds will be given. In addition, a driver may be disqualified if a spectator associated with them behaves in this manner. This is at the complete discretion of the circuit.

**12f - DISQUALIFICATION FOR OTHER MISDEMEANOU**RS

Drivers disqualified for reasons other than violent or dangerous conduct during a EDKC race will result in the driver being given Points for Last Place (1 point only), in a post-race penalty.

**12g - POST-RACE PENALTIES**

As much as possible, penalties will be dealt with during the race in question to avoid confusion over the final race results.

However, in situations where this may not be possible (for example, no time to serve a Black Flag Penalty before the end of the race, or an incident requiring further investigation by Race Control) a Post-Race points penalty may be given.

- Points penalties will reflect, in so far is as possible, the position the driver would have finished in had they served a penalty during the race.
- Drivers ignoring/not serving penalties during the race may face a greater penalty post-race, including (but not limited to) championship points deductions and exclusions from future races.
- Points cannot be awarded to drivers who have been disadvantaged by the offending driver.
- The penalty applied is at the sole discretion of the circuit. The circuit’s decision is final.


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**12g - TEAM CONDUCT**

Teams as whole must also conduct themselves in a sporting manner. Drivers employing unsportsmanlike tactics or behaviour to benefit their own teammates, or to disadvantage other teams, may also be penalised at the discretion of the circuit.

**12h - PARTICIPATION**

A driver failing to attend a race without a satisfactory reason may be prevented from entering future EDKC events. Drivers are expected to participate fully, even if their own races may not be going to plan. Failing to do so is disrespectful to other competitors and the organisers, and unfair to those who were unable to secure an entry.

**12i - DRINK OR DRUGS**

Being under the influence of drink or drugs is strictly forbidden for the karting events and EDKC have the right to remove you from the event if they have any suspicion that you are under such influence. In this situation we will not be able for any refunds, compensation or expenses.

**By participating in EDKC 2023, you are agreeing to the above set of regulations.**

**Please read all rules and regulations carefully before competing in the**

**European Deaf Karting Championship.**

**ALL QUESTIONS SHOULD BE DIRECTED TO THE SERIES ORGANISERS**

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# EUROPEAN DEAF KARTING CHAMPIONSHIP - 8/09/2023

| TIME | SESSION | GROUP | FORMAT |
|---|---|---|---|
| 08:00 | Arrival, Registration and Briefing | All | **Min Weight:** 90kg |
| 09:00 | Race 1 | A | 5 Mins Qualifying - 10 Mins Race |
| 09:25 | Race 2 | B | 5 Mins Qualifying - 10 Mins Race |
| 09:50 | Race 3 | C | 5 Mins Qualifying - 10 Mins Race |
| 10:15 | Race 4 | D | 5 Mins Qualifying - 10 Mins Race |
| 10:40 | Refuelling | | 15 Mins |
| 10:55 | Race 5 | A | 5 Mins Qualifying - 10 Mins Race |
| 11:20 | Race 6 | B | 5 Mins Qualifying - 10 Mins Race |
| 11:45 | Race 7 | C | 5 Mins Qualifying - 10 Mins Race |
| 12:10 | Race 8 | D | 5 Mins Qualifying - 10 Mins Race |
| 12:35 | Refuelling | | 15 Mins |
| 12:50 | Race 9 | A | 5 Mins Qualifying - 10 Mins Race |
| 13:15 | Race 10 | B | 5 Mins Qualifying - 10 Mins Race |
| 13:40 | Race 11 | C | 5 Mins Qualifying - 10 Mins Race |
| 14:05 | Race 12 | D | 5 Mins Qualifying - 10 Mins Race |
| 14:30 | Refuelling | | 15 Mins |
| 14:45 | Final | D | 20 Mins Race |
| 15:10 | Final | C | 20 Mins Race |
| 15:35 | Final | B | 20 Mins Race |
| 16:00 | Final | A | 20 Mins Race |

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# NATIONS TEAM CHAMPIONSHIP MEN & WOMEN - 9/09/2023

| TIME | SESSION | GROUP | FORMAT |
|---|---|---|---|
| 08:00 | Arrival, Registration and Briefing | All | **Min Weight:** 90kg Men/80kg Women |
| 09:00 | Race 1 | A | 5 Mins Qualifying - 10 Mins Race |
| 09:25 | Race 2 | B | 5 Mins Qualifying - 10 Mins Race |
| 09:50 | Race 3 | C | 5 Mins Qualifying - 10 Mins Race |
| 10:15 | Race 4 | Women | 5 Mins Qualifying - 10 Mins Race |
| 10:40 | Refuelling | | 15 Mins |
| 10:55 | Race 5 | A | 5 Mins Qualifying - 10 Mins Race |
| 11:20 | Race 6 | B | 5 Mins Qualifying - 10 Mins Race |
| 11:45 | Race 7 | C | 5 Mins Qualifying - 10 Mins Race |
| 12:10 | Race 8 | Women | 5 Mins Qualifying - 10 Mins Race |
| 12:35 | Refuelling | | 15 Mins |
| 12:50 | Race 9 | A | 5 Mins Qualifying - 10 Mins Race |
| 13:15 | Race 10 | B | 5 Mins Qualifying - 10 Mins Race |
| 13:40 | Race 11 | C | 5 Mins Qualifying - 10 Mins Race |
| 14:05 | Race 12 | Women | 5 Mins Qualifying - 10 Mins Race |
| 14:30 | Refuelling | | 15 Mins |
| 14:45 | Final | C | 20 Mins Race |
| 15:10 | Final | B | 20 Mins Race |
| 15:35 | Final | Women | 20 Mins Race |
| 16:00 | Final | A Men | 20 Mins Race |

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