

# **Regulations Worldrecord 99 hours**

*(changes to the 77-hour regulations marked in green)*

## **The Teams:**

*A team consists of at least 6 and should not exceed 18 driver. One driver can only drive for one team.*

*The minimum age for drivers is 14 years. Drivers under age will need a letter of agreement as well as the presence during the tournament from the parents or a legal guardian.*

*Alternatively a custodian can be assigned but needs to be present during the race as well. Each participating person must sign a liability exclusion as well as the nomination before the race. Participants under 16 years are not allowed to drive between 22 – 7 hours.*

*Per team a team-manager and up to three surrogates need to be named to the race management. (Only these persons are allowed to talk to the race management during the whole race).*

*Certified full-visor helmet, race overall level 2, gloves and sport/racing shoes are mandatory.*

*At the end of the race each signed driver has to proof at least 240 minutes driven time (only physical limitations or limitations due to illness will be an exception).*

## **Temporary time schedule: (as of 21.10.2010)**

### **Monday 20.06.2011:**

*10.00 to 17.30 free practice with rental go-karts (not included in the registration fee)*

*10.00 to 17.30 team registration*

*18.00 team manager meeting (or surrogates) incl. Kart-drawing*

*18.30 – 20 preperation of karts (cushioning of seats, Alfano, branding, lighting...)*

*20.00 – 21.00 free practice (clockwise direction)*

*21.00 – 22.00 free practice (counter-clockwise direction)*

*from 22.15 Parc Ferme (Hangar will be closed at 22.30)*

### **Tuesday 21.06.2011**

*07:00 to 08:30 remaining enrolments*

*09:00 to 11:00 greeting – team presentation – announcement Qualifying*

*11:15 to 12:15 opening Parc Ferme / 60 minutes testing*

*12:20 to 12:40 special Qualifying*

*13:10 preparation for starting grid*

13:20 meeting between start-drivers and race management at start/finish line  
13:26 2-3 laps behind the Pace-Kart as warm-up  
13:30 flying start for the world record

### **Wednesday 22.06.2011**

*Between 13:00 – 18:00 change of driving-direction*

*Should there be a pacekart-phase, all teams will be collected, 4 slow laps behind the pace-karts will be driven. After notification of the change of driving-direction the teams have 4 laps time for a possible change of drivers or to refuel. Subsequently all karts will be asked to drive through the pits and at the pit-exit will be guided back on the track counter clockwise. After 2 more laps behind the pace kart another flying start will be held. In case there will be no pace-kart phase between 13:00 and 18:00, it will be initiated.*

### **Thursday 23.06.2011**

*Between 13:00 – 18:00: change of driving-direction as above*

### **Friday 24.06.2011**

*Between 13:00 – 18:00: change of driving-direction*

### **Saturday 25.06.2011**

6:00: *change of driving-direction initiated*

### **Saturday 25.06.2011**

**16:30 Finish of race**

16:30 to 17:00 *Parc Ferme (for possible protests)*

17:00 to 17:30 *opening Parc Ferme / deconstruction of the karts*

From 19:00 *award ceremony*

*Immediately following the award ceremony: **Party***

## **Flags:**

*Yellow flag: danger – drive slowly, no passing, no driving side-by-side*

*Blue flag: fast kart following – let it pass quickly*

*Mirror flag with kart number: technical damage or service check*

*Black flag: penalty – into pits after three laps at the latest*

*Black-white checkered flag: end of race*

*Black-white diagonally striped flag: warning (team punishment)*

## **Refuel:**

*The engine must be switched off and the driver must get out of the car!!*

*Refuelling is only allowed at the designated places. Should the kart run out of fuel on the track, the track marshals will bring the kart to the pits.*

*Standard fuel will be used. Mixing additives to the fuel will result in a penalty of at least 2 hours. Refuelling will be done by each team itself at the assigned place (meaning: approach filling station, switch-off engine, get out of kart, open tank cap, refuel, close tank, get into kart, start engine, continue driving).*

*During the pit stop you may refuel, check tire pressure and change drivers, but **only** at the designated places.*

**Tuesday morning after Parc Ferme the karts will be handed out to the teams fully refueled. Only after the first timed lap of the race will you be allowed to refuel. Until then the filling station will be closed.**

*The organizer guarantees a running time of at least 90 minutes.*

**!!! Turning back is NOT allowed for the entire length of the pitlane as well as in the access- and exit lanes !!!!**

## **Driver changes:**

The change of drivers is only allowed in the change lanes in the pits. The kart has to come to a complete stop. The max. driving time per driver should not exceed **150 minutes** per turn. The resting time between the turns should take at least **90 minutes** for each driver. After the driver change the driver instantly needs to report to the race management **without the helmet** to indicate the time driven. Only then will the driven time count as being over and the time for the next driver begins to count.

**The race management reserves the right to take drivers which are overstrained (physically or due to lack of driving skills) or have obvious health problems out of the competition to prevent them from endangering others.**

## **Penalties: (excerpt)**

Violations against the regulations will incur a penalty by the race management.

☒ Exceeding the driving time (each minute): 1 minute penalty

☒ Wrong direction in the pit-lane: 5 minutes penalty

☒ Neglecting to obey flag signals as of the 3. passing: 5 minutes penalty

☒ Running out of fuel on the track: 5 minutes penalty

☒ Underweight per starting kilogram: 1 minute. – max. 10 minutes penalty

☒ Passing or driving too fast during yellow flag: 5 minutes penalty

☒ Pressuring/rude behavior by a driver towards race management: 15 minutes penalty

*(Please be considerate when talking to the race management!)*

☒ Forbidden alterations to the kart: **2 hrs. - Disqualification!!!!**

☒ Speeding in the pit-lane: 1 drive-through, each additional speeding: 2 minutes penalty

☒ Blocking other teams while leaving the pits: 2 minutes penalty

☒ Blocking other teams when entering the track: 2 minutes penalty

☒ Neglecting the smoking ban (pertains to the entire filling station): 15 minutes penalty

☒ Driving without brakes: 5 minutes penalty

*(Driving without brakes, letting the kart coast to a stop and requesting the Pace-Kart)*

## **Timing:**

Protesting the time-taking is not possible. In case of a breakdown of the timing, a Pacekart-Period with a restart after the last back-up printout (each 60 minutes) will resume the race. **In case of the responder each team is responsible for the correct fixation, replacement (change of kart), loss and function of the transponder.** Winner will be the team which drives the most laps after the waving of the checkered flag. (If there is a tie of laps the leading team will win).

## **Repairs:**

Possible small repairs can be carried out by the teams. Fixing can only be done in the designated repair areas, not in the teambox. Only for major defects can a replacement kart be requested, and only if the repair-time is likely to exceed 10 minutes (self-inflicted damages and/or accidents are excluded). **Each situation will be decided by the race management.**

When a claim for a replacement kart is filed, the damaged kart will be fixed in the garage. After successful repair the kart needs to be exchanged again within five minutes. The teams are allowed to use their own tools. These should not have an external engine or power supply (for instance: electric drill, compressed air screwdriver etc...). Irreparable self-inflicted damages will lead to a disqualification. If a team thinks it will be faster to fix the kart on their own they are allowed to do so, but only under observation by an official mechanic.

## **Mandatory Pitstop:**

Approximately every 24 hours from 21:00 (10 Min. full check-up) each team has to pass a mandatory pitstop. During this pitstop the track engineers will check and if needed repair severe technical defects (engine-control, breaks, oil etc.).

After a print-out of all positions the teams will be called in using the **mirrorflag (+ kart number)** in descending order. During this mandatory pitstop the kart has to roll from pitstop entry to the garage. Nothing else is permitted, including a change of drivers. The time of the mandatory stop will be added to the driving time of the current driver. One person of choice will be allowed in the garage. Outworn break pads will NOT be changed during the mandatory pitstop. Only right after the regular time of the pitstop or a few laps later will a change be possible.

## **Tires:**

For each team 3 sets of slicks (front and rear tires) will be available. A fourth set of front-tires can be ordered if needed. Each team will be provided with two sets of rims. One set of tires will already be mounted on rims. After the checkered flag, each team has to return the kart with one set of tires, the second set rims needs to be returned to the garage immediately after the race. **Also "only" one set of rain-tires will be available. It will NOT be possible to order an additional set of rain tires. Only in case of a flat tire will a new tire be granted.**

The tires may be mounted and changed by the teams. Teams who will need assistance from an engineer need to announce this in advance, to ensure that an engineer will be available. Rain tires will only be handed out to the teams after approval of the race management. Only when the race management shows the sign „Wet-Race“ is it allowed to use rain tires. In case a team continues to drive with rain tires on a dry track, they do so at their own risk. They will then need to use slicks in case of more rain if the rain tires are worn out. Additional slicks can be bought for € 30,- (front) and € 50,-(rear) per pair. Tire changes can be carried out in the teambox (repairs are not allowed there!).

## **Lighting:**

All teams need to make sure that between the hours of 21:00 to 6:00 a constant red light will be visible at the back of the kart or the driver. In case of a missing or expired light the team will be called in due to a technical defect and a new light needs to be installed (2 lights are allowed). Additional back-lights need to shine constantly (blinking lights allowed) but should not blind the drivers behind. The mounting as well as the admittance will be granted only by the race management. **Please obtain your permission by Monday evening.**

### **The kart and minimum weight:**

*Each kart coming from the track needs to be weighed. The minimum weight will likely be 235kg (empty weight approx. 155kg). At the side of each kart are boxes in which weights can be placed. Those weights will be provided by the organizer and will weigh 2,5kg, 5kg and 10kg, and max. 30kg. As a permanent weight a max. 5kg piece of plumb can be installed into the seat (only the organizer engineers are allowed to install these). The team manager needs to request this by Tuesday morning 9:00 at the race management tent and it needs to be noted in the entry paper. All other types of weights are forbidden! The minimum weight per driver will be 80kg incl. additional weight. This means that each driver needs to weigh at least 45kg (in full driving gear) to ensure that the minimum team weight will be reached. (The exact total weight can only be announced as soon as the new karts arrive. The weight will be somewhere between 153kg – 157kg due to the changes by the manufacturer).*

### **Changes to the kart:**

*Own driving wheels are allowed to be installed (but only without the use of a drill!). A chronometer (e.g. Alfano) is allowed. Should a drill be needed to install the chronometer, only an official engineer will be allowed to perform the installation. The air-pressure should not exceed 3,0 bar (at each time after the kart drawing the air-pressure can be checked). The seats can be cushioned as desired but need to be returned in the original condition. **The track gauge (front and rear) can be changed. A raised track gauge in front is not allowed. The camber should not be changed! Narrow seats are allowed to be used but only in their original setting (to prevent hidden weights).***

***All other changes are forbidden and will be punished with a minimum of 2 hrs. penalty.** When enrolling each team needs to pay a security deposit of € 100,-. This registry fee will be reimbursed as soon as the kart and the rims will be returned and accepted by the race engineers. **3 free elected drivers will randomly check the karts on Monday. Those drivers can be named by the team managers in advance.***

### **Branding of the Karts:**

*The teams are allowed to brand the karts to their own liking, except at those spots announced by the organizer. These are the narrow areas at the front wind deflector as well as the area above the kart number. The rear axis cover must be left blank. Should a team plan to cover the whole kart with a sponsor branding, a fee of € 150,00 is due.*

### **Protests:**

*Should the race be stopped due to unforeseeable events (e.g. inclement weather) there is no option to file an official protest. If a protest is to be filed, it must be filed by an appointed protest leader conclusively (in writing, and incurring a fee of € 150.00). With the 78<sup>th</sup> hour of the race the world record will be valid but the real target will not be reached by then.*

*A refund of the sign-in fee is not possible.*

### **Pace-Kart Phase:**

*In case of an accident or defective kart on the track the pace-kart will be sent onto the track. From this moment on all drivers need to slow down, one hand should be held high, well visible for the driver behind. Passing is not allowed. If the speed is not visibly reduced, a penalty of 5 Minutes will be given. After a Pace-Kart phase there will be **no** sorting in this race. As soon as the danger is eliminated the pace-kart will leave the track and the green flag on start/finish will restart the race.*

### **Entering the Box/Pit:**

*A scale will be placed at the pit-entry/exit line. The kart must stop here. The kart must then be driven onto the scale at walking speed until the light turns green or a sign is given by the control person. The driver can drive to the changing zone through the pits or the team-box and with reduced speed only (see hangar map).*

*After leaving the scale a person needs to **walk** in front of the kart and lead it to the exit line.*

### **Alcohol/Drugs:**

*Random drug test will be performed. Should an active driver be under the influence of alcohol or drugs, this person will be immediately disqualified and the team will be given a penalty of 2 hours standing-time. **The allowable limit is 0 proof!***

### **Planned prize money (dependent on participants and sponsors):**

1. place € 2.000,-

(or a starting place for the countervalue of a „**Sprintrace**“ 24 Std. Saalfelden in July 2011, 24 Std. Jüterbog in September 2011 or Bavarian 24 GTC Wackersdorf in September 2011)

2. place € 1.000,-

3. place € 500,-

### **Other prizes or "Suffering Money":**

First engine damage: € 100,-

First damage of axle leg: € 100,-

First damage of chain: € 100,-

Last change of first front-tire set (slicks): € 100,-

Most beautiful kart: Reimbursement of branding (due to receipt)

Highest average team weight: Extra cup

Oldest active driver / Wheelchair: ? (surprise...)

Fastest race lap male/female: Extra cup

## **Honours:**

*Each team will receive a cup (and an optional team photo), a certificate for each driver and a medal. The world record will be valid as soon as 50% of the participating teams will have driven 66 hours (66%-clause) AND will see the checkered flag.*

***Everything that is not explicitly permitted is prohibited!***

*The Race Management*

*Team Manager*

*With this signature the team manager affirms that all his team members have read, understood and accepted the above regulations.*

*Translated by*

*Diana Reimann & Carola Larson*