

“3° CIRCUITO DI MILANO-COPPA DELLA CAMPIONARIA” 27/28/29 June 2008: Rules and Regulations

Art. 1 – The Promoter

- 1.1. T-WE S.r.l., is the Official Promoter of the event, with the approval of the Italian Karting Federation (F.I.K)
- 1.2. The event will be organized by T-WE S.r.l. and his Partners
- 1.3. The race will respect the following rules, and also the rules of the Italian Karting Federation

Art. 2 – The Karts

The “COPPA DELLA CAMPIONARIA” is a race reserved to the Birel n035-x kart with Honda 4 strokes engines.

Art. 3 – Drivers admitted

- 3.1. 18 years old minimum(16 years old minimum with a valid FIK or CSAI or CIK or FIA driving license).
- 3.2. All the drivers must have a medical certificate proving their good health status to obtain the compulsory F.I.K. Corporate Kart Licence (Except drivers with a valid Racing Card, F.I.A. compliant).
- 3.3. Drivers can't attend other race competitions in the same days.
- 3.4. Every Team cannot have more then three Professional Drivers(= that have a valid Racing Card, Fia Compliant)
- 3.5. Teams that will not respect points 3.1 and 3.4 will be disqualified.

Art. 4 – Pilot Kart Licenses

- 4.1. The Corporate Kart License, compulsory to take part in the race, will be assigned by the Italian Karting Federation. T-WE S.r.l. will give the licenses after the registration of the Team, Friday 27 and they will be valid till 09:00 pm of Sunday 29 of June, 2008
The Corporate Kart License is not necessary for the drivers who have a valid Fia Driver Licence (kart or Formula or Car)

Art. 5 – The Event

- 5.1. The “COPPA DELLA CAMPIONARIA” is a Kart Corporate Challenge for Teams. Individual drivers are not admitted.
- 5.2. The event will last from Saturday 27 of June to Sunday 29 of June, 2008.
- 5.3. All the karts are given to the Teams by T-WE S.r.l.. The assignation of the kart will be random, drawn by the Race Committee
- 5.4. T-WE S.r.l. will give all the technical assistance
- 5.5. The race schedule:
 - a. The event will have two 12hrs races, the first clockwise, the second counterclockwise. Each race will have its Practice and Qualifying.
 - b. The Race results will be determined according to the number of laps run by each team during the Race. The winning team will be the one that have run the largest number of laps.
 - c. The Pole Position will be the fastest laps made during the Qualifying session. The Best Lap will be the fastest lap made during the “COPPA DELLA CAMPIONARIA”
 - d. The starting grid will have just one pilot per Team, chosen by the Team Manager.
- 5.6. Each team may consist of a minimum of six drivers to a maximum of ten drivers. (six to twelve if the Team will start in both races). Each Team must have A Team Manager (can be also one of the Drivers). The Team Manager will be the only Official contact with the Organization and the Race Committee..
- 5.7. Each stint MUST last no more then 20 minutes The driving stint starts from the Pit Out Lane and ends to the Pit In Lane. Pit lane stop time is not part of the stint. Between each stint a driver must rest at least 20 minutes.
- 5.8. Maximum driving duration in the Race: a maximum number of eight stints of 20 minutes each are allowed for each driver(sixteen if the Team will start in both races). Each driver must make at least one stint during the race.
- 5.9. The Race Committee will assign penalties if the Teams will not respect the point 5.7. The Race Committee will disqualify the Teams that won't respect point 5.8.
- 5.10. Trophies: a team trophy and an individual one will be awarded to the three winner teams. A team trophy will be awarded to the Teams from the 4th to the 10th position. Other trophies for the Pole Position, the Best lap during the race and for the Fair Play. This last three trophies will be assigned to individual drivers.
- b. Other prizes could be given by the Sponsors.

Art. 6 – Team Registration

- 6.1. The Registration Forms must be sent by fax to T-WE S.r.l. All the original forms will be given by courier or directly upon arrival in the circuit. All the forms in pdf format can be downloaded here: www.kartrace.it
- 6.2. Registrations will be opened the 8th of January, 2008 and will be closed on Thursday 26- June 2008.
- 6.3 Race Numbers are assigned by T-WE S.r.l. It's possible to ask for a particular race number. It will be given if it's available and/or not assigned yet.

6.4 Forms: all Teams MUST provide all the following forms:

- Registration Form (one form per Team)
- Drivers list (one form per Team)
- Waiver Form (one form per each driver of the Team)
- Corporate Kart Driving Licence Form(one form per each driver of the Team. It's compulsory to enclose the Medical Certification of good health status- Except drivers with a valid Racing Card (FIA compliant)
- Helmet letters List (to identify drivers during the race- one form per Team)

All the form can be found at the following website: www.kartrace.it

Art.7 – Team Fee

Race-1 **OR** Race-2: €3.900 + V.A.T. per Team + €30 for each pilot(Driving license of the Italian Karting Federation, valid for this event only, insurance and Secretary fee) . Total of 15hrs (120mins practice, 30mins qualifying and 12hrs of race)

Race-1 **AND** Race-2: €7.500 + V.A.T. per Team + €30 for each pilot(Driving license of the Italian Karting Federation, valid for this event only, insurance and Secretary fee) Total of 30hrs (240mins practice, 60mins qualifying and 24hrs of race)

7.1 Team Fee includes:

- a. the renting of a kart Birel N035X with Honda four strokes Engine.
- b. the complete technical assistance.
- c. Consumables (4 new tyres, petrol, oil, spoilers and all it is necessary).
- d. All the necessary spare parts and their substitution.
- e. One Monza Circuit box (dimensions 4x21 mts).
- f. 4x1.5mts behind the pit lane wall, in front of the main straight
- g. Table + chairs.
- h. Monitor for the Closed Circuit transmission of the competition results..
- i. R.C. and Accident insurance for the pilots during the competition.
- l. Electronic Chrono System+ one Alfano chronometer on the kart(the Alfano is a free benefit for the first 30 teams registered)
- m. Medical assistance.
- n. 10 Entrance pass for pilots and 10 for the guests to Track/Box, Paddock VIP Village area.
- o. Application from six to a maximum of ten drivers per Team (six to twelve if the Team will start in both races)
- p. Photographic review
- q. One free session for each pilot to test the kart in the Mokart Indoor Track, Cinisello Balsamo, Milan-www.mokart.it

Team Fee does not include: :

- a. Racing wear (Compulsory);
- b. Hotel, Transfer and Food;
- c. Medical visits to obtain the Corporate Driving License
- d. Everything else non specified at point 7.1 and its points a, b, c, d, e, f, g, h, i, j, m, n.

Art. 8 – Briefing

During the “COPPA DELLA CAMPIONARIA”, the Teams will attend two briefings: the first before the practice session, the second before the race. During these briefings the Race Committee will explain the Rules, where to refuel, where the Technical Assistance is located, the flags. Everyone MUST attend the briefings, Drivers and Team Managers. Team Managers will grant that all the Team Members attend the briefings.

Art. 9 - Schedule

- 9.1. The “COPPA DELLA CAMPIONARIA” event will start Friday 28 and ends Sunday 29 of June, 2008.
- 9.2. Practice will last for 120 minutes, Qualifying will last 30 minutes.
- 9.3. The Race will last 12hrs .
- 9.4. In case of exceptional weather conditions or In case of further Force Major there will be NO refund.

Full Schedule

Friday, 27 - June:

07:30p.m. - Race-1: Arrival, registration, briefing for all the Team Managers and all the drivers. Each team can personalize its kart.

9:00p.m. - Race-1: Free Practice (120')

11:00p.m. - Race-1: Qualifying (30')

11:30p.m. - Race-1: Engines Off-Pre-Race Briefing

Saturday 28-June:

08:00a.m. - Race-1 Start

07:00p.m. - Race-2: Arrival, registration, briefing for all the Team Managers and all the drivers. Each team can personalize its kart.

08:00p.m. - Race-1 Finish

08:30p.m. - Race-1 Podium

08:30p.m. - Race-1: Free Practice (120')

09:30p.m. - Gala Dinner (Pavillon 4, International Car Exhibition MCMXXXVIII)

10:30p.m. - Race-2: Qualifying (30')

11:00p.m. - Engines Off

00:00a.m. - Cars of the International Exhibition on track-Exhibition

01:00 a.m. - Engines Off/

01:30a.m. - Gala dinner end

Sunday 29 -June:

08:30a.m. - Race-2: Pre-race briefing

09:00a.m. - Race-2 Start

09:00p.m. - Race-2 Finish

09:30 - Race-2 Podium

Art.10 - Safety Car

10.1. The Race Committee will identify the Safety Car and communicate it to all the Teams during the briefing. The Safety Car is authorized by the Race Committee to enter in the track for safety reasons .

10.2. The Safety Car will be brought out in case of danger, particularly in case of a unexpected change of the weather conditions, to safely pick-up karts on the means of assistance to bring them back to the pits, to permit the ambulance to enter in the track in safety conditions to give first aid to the drivers, to let marshals solve serious accidents,... etc

10.3. When the "Safety Car" is on the track all the drivers MUST stay behind it. No overtake is permitted. The Safety Car will be on the track until its flashing lights are on. The Safety Car will switch off the flashing lights to inform the drivers that soon it will enter in the pit lane.

10.5. When the Safety Car is on the track drivers can enter in the pit lane, refuel, enter in the Technical Assistance Area, make the driver- change.

10.6. Normally the Safety Car will enter in the track before and the end of Practice, before and at the end of Qualifying, before the start of the race.

Art. 11 – Race Regulations

11.1. The Team Managers shall guarantee their drivers', other personnel's, and supporters' proper behavior .The drivers shall behave in a professional manner on the track as well as towards the Race personnel. Politeness and respect are expected. Penalties and sanctions will be otherwise levied. Any failure to respect the safety regulations or decency on the track and within the Event premises will be sanctioned by the Race Committee

11.2. Drivers must cover the entire track. Drivers that will not respect this rule will receive a penalty by the Race Committee.

11.4. If a kart is immobilized on the track, whatever the reason, the driver must put it out of the normal racing line, ideally on the grass aside the track. To do so, he may use the assistance of marshals. If the kart can go back on the track by its own means and resume racing, the driver must do it in safe conditions, watching if no other karts are arriving. In any case drivers must follow the orders of the Race Marshals. If the kart is not in safe driving conditions or it's not possible to resume racing for any cause, the recovery vehicle will come to pick it up and bring the kart and its driver to the Technical Assistance Area. In any case is strictly forbidden to leave the kart.

11.5. All technical interventions for maintenance or repairs may take place only in the Technical Area and by the Organizer's technical personnel. Only the driver and the Team Manager are authorized to attend the intervention.

11.6. In case of accident or unexpected slowing-downs or in case of Yellow Flag, the drivers must raise the right arm, to warn the other drivers. Pit entrance must be warned the same way.

11.7. Overtaking is strictly forbidden when the Safety Car is on the track.

11.8. Flags used:

Italian National Flag (Green/White/Red vertical stripes): Practice, Qualifying and Race starts

Green Flag w/Diagonal Yellow stripes(doesn't matter if it's still or waving): False start

Blue flag (still): signals a driver that a Race leader is ready to pass him and that he must open the way

Blue flag (waving)driver must open the way immediately

Yellow flag (still) no overtaking, drivers are approaching a danger

Yellow flag(waving)Danger is in the immediate vicinity. No overtaking is allowed, (except past incapacitated karts)

White Flag (doesn't matter if it's still or waving): Ambulance or recovery vehicle on the track, Safety Car on the track Overtaking is strictly forbidden.

Red Flag (still)Practice or Qualifying or Race stopped. Drivers must follow the orders of the Race Marshals. Red Flag is a serious matter. It means that someone is having a serious problem. If the Marshals show the still Red Flag the karts Must enter in the pits or stop in the main straight (follow the orders given by the Race Marshals), on the starting grid, in their physical order, without any overtaking.

Red Flag (waving)Practice or Qualifying or Race stopped. Drivers must stop IMMEDIATELY. Drivers MUST warn the karts behind them by raising the arm, opening and closing the hand. Stop on the RIGHT of the track, leaving the track surface free. This procedure is necessary because an Ambulance is coming to give first aid to a driver. The Race Committee will have ZERO TOLERANCE for the drivers that will overtake ANY other driver, for ANY cause. All the drivers must switch the engines off. It will be possible to resume racing ONLY when the safety car will be on track and the serious problem is solved.

Yellow Flag w/vertical red stripes (still) drivers are approaching a slipping surface, with oil or water or debris on the racing track. If the flag is waving, the danger is in the immediate vicinity.

Green flag (doesn't matter if it's still or waving): the course is clear for you as fast as you are comfortable. The dangerous situations have been solved.

Orange Ball on Black Flag: still, with the number of the kart: indicates that there is a mechanical problema n for safety reasons that specific kart must enter in the pits and go to the Technical Area.The driver must warn the other drivers the problem raising the right arm.

Black and white flag: still with the number of the kart: means that the Race Committes deems you are driving unnecessarily rough or bumping too hard, etc

Black Flag (doesn't matter if it's still or waving) with the number of the kart: immediately back in the pit in a safe and cautious manner. The driver has been disqualified by the Race Committee.

Checkered Flag: End of the race (and of the Practice or Qualifying too)

11.9 Emergencies: if you notice a critical situation when racing on track, (one driver that: has to face the fire, is under his kart, is apparently lifeless, is desperately asking for help,...)and there are NO Race Marshals in the immediate vicinity, please feel yourself authorized to stop on the margin of the track, in safety conditions, and give yourself the first aid. Motorsport history teaches that a lot of lives have been saved that way. Do not think just to your race position if you feel that something critical is happening.

Art. 12 – Practice/Qualifying

12.1. Practice: 120 minutes, The Team Managers totally decide how many stints and how much time they last. No time limit for the drivers.

12.2. If the Practice session is stopped by The Race Committee for safety reasons, the time will not be recovered. The Practice will be resumed when the problem is solved. The Race Committee will communicate all the informations about the situation to the Teams.

12.3. During Practice it's possible to refuel from minute 1 to minute 90. In the last **30** minutes the refueling area will be closed. Unrespecting this rule means no refueling until Qualifying. All the karts that have reached the refueling area within the 30 minutes limit will be refueled.

12.4. At the end of Practice all the Teams will have 30 minutes to qualify their kart. The Team Managers will decide the strategy, no time limit for the drivers or a minimum number of stint for each driver. The Official Qualifying laptimes are the only valid do determinate the starting grid. The laptimes showed by the Alfano chronometer or by the other on-board chronometers are not considered "Official Times".

12.5. All the laps will be timed.

12.6. If two karts score the same time the first will be the one that scored it before.

Art. 13 – Starting procedure

13.1. Qualifying best laptimes of each Team define the karts position on the starting grid.

13.2. All the karts exit from the pits behind the Safety Car and after a warm-up lap they are positioned on the starting grid. The karts will be positioned on the starting grid « Le Mans style » by the Race Marshals. The drivers will be instructed to walk to the grid. The start will be signaled by the Race Director with the Italian National Flag. One driver and the Team Manager of each team are allowed to stay on the starting grid. The engine start is made by the Team Managers. They will stand behind their kart. After the the Start signal the drivers run in direction of their kart, they sit down on it and step on the gas. Now, and not before, the Team Manager can start the engine, and the race begins.

Art. 14 – Race stoppings

14.1. If the race is stopped by The Race Committee, the Race Results will be kept. If it's possible to resume racing, it will be resumed from that point. If the race cannot be resumed, the race classification immediately before the stop(exactly the lap before stopping) will be the Official Race Result.

14.2 In case of heavy weather conditions, the Race Committee can stop the race, waiting for better weather conditions. In case of heavy weather conditions before Practice or Qualifying or before the Race Start, the Race Committee will wait for the right time to begin Practice or Qualifying or Race. If no Qualifying is made will be considered Practice laptimes to determine the Starting Grid. If no Practice and Qualifying is made the Starting Grid will be the Teams Registration order.

Art. 15 - Race Results

15.1. Will be determined according to the number of laps run by each team during the Race. The winning team will be the one that have run the largest number of laps.

Art. 16 - Protests

16.1. Only the Team Managers are allowed to lodge a protest with the Race Committee. The Protest Form can be found in the website: www.kartrace.it or at the Race Committee during the race..

16.2. The protests must be justified by an actual racing occurrence of an importance sufficient enough to have an effect on the current race positioning: in no situation a minor occurrence can be accepted as ground of a protest (denied protest). But if the same minor situation is repetitive it will be considered by the Race Committee.

16.3 The Race Committee could convoke the parts and hear their reasons. Those involved in the protest will be notified of the protest decision.

16.3 The time limit to lodge a protest is 30" after the end of the race

Art. 17 - Penalties

17.1. Penalties are decided and given by the Race Committee, for various reasons. If drivers do not respect the rules, the flags, the pit lane speed limit, for dangerous driving, etc. The Race Committee can also give penalties to the Teams that modify their kart.

17.2. Penalties will be "Drive Through" or "Stop and Go" of 10 or 20 seconds. The drivers will be warned by the Race Marshals with a board, on the main straight. Penalties must be expiated within 3 laps. The Race Committee can decide to give more severe penalties at his own discretion, in case of dangerous behaviour of a driver on the track, Unauthorized technical modification of a kart, Unauthorized addition of equipment on a kart, Use of petrol additives, Systematic non-respect of a regulation

17.3. Some penalties could be given after the race if needed.

17.4. Race Committee decisions are irrevocable.

17.5. Race Committee can decide to exclude a driver or the entire Team in the serious cases.

Art. 18 – Technical assistance-Recovery vehicle

18.1. The Organization will grant a complete technical assistance to all the teams during all the event.

18.2. In case the Organizer's technical personnel is overwhelmed with interventions, the two following rules shall apply: 1). Priority shall be given to mechanical failures upon interventions required because of an accident or collision. The FIFO (First In – First Out) rule shall be applied.

18.3 No driver change is authorized during the intervention.

18.7. All technical interventions for maintenance or repairs may take place only in the Technical Area and by the Organizer's technical personnel. Only the driver and the Team Manager (or another driver if the Team Manager is absent) are authorized to attend the intervention.

18.8. If the damaged kart cannot go back to the Technical Area by his own means, the Recovery Vehicle will pick it up to bring it in the pits. The driver always stays with his kart.

Art. 19 - Replacement Kart (« Mule »):

19.1. In case of a technical intervention due to a mechanical failure, or to a racing occurrence (accident, collision, etc.), the driver shall be allowed to resume racing immediately using the "mule", by decision of the technical director. The transponder of the "Official" kart will be placed on the mule, together with the official racing number, on front and back bumpers. The Mule shall be used only during the duration of the intervention on the original kart. As soon as the repair is done, the driver shall be informed by the marshals. The Team can go back on the "Official" kart from that moment to the next driver change, not more. The non-observation of this rule shall lead to a severe penalty

19.2. The substitution of the "Official" kart for all the race must be decided by the Technical director and only in exceptional cases

19.3. During Practice and Qualifying it's forbidden to use the replacement kart. The team must wait for the reparation of the kart to resume racing.

19.4. The substitution of the "Official" kart between Practice and Qualifying must be decided by the Technical director and only in exceptional cases

Art. 20 – Refueling- Tires

20.1. Everything you need is provided by the Organization (fuel, oil, tires,...etc) Remember: use of petrol additives= Exclusion of the team

20.2. Refueling shall be done exclusively in the Refueling Area by the Organization staff

20.3. Teams can freely refuel during the first 90 minutes of Practice, during all the Qualifying session and all the Race. It's strictly forbidden to refuel in the last 30 minutes of Practice. The teams that don't respect this rule won't be refueled until the end of Qualifying.

20.4 At the end of Qualifying all the karts will be refueled.

20.6 During the Race the kart refuelling is made by the driver that is just approaching his driving stint, before exiting from Pits. The refuelling time is NOT part of the stint, that starts from the pits exit.

20.7 The Organization has a full set of replacement tyres for the karts. The tyres substitution is decided by the Technical Director only.

20.8 Tyres pressure: is the only admitted intervention. The Teams can decide the desired pressure and ask for it to the Technical Assistance. This operation is admitted in the Technical area only.

Art. 21 - Weight

No weight limit or rules.

Art. 22 –Race Registration and inspections

22.1. The Pre- Race Registration will be made by the Team Manager. He/She will give the Organization all the forms and medical certificates or Racing Licenses The Team cannot start racing until all the Registration procedure is accomplished.

22.2. The Race Marshals, the Race Committee and the Race Director can verify and inspect the Kart and the drivers' racing equipment.

22.3. Drivers and Team Managers can't leave the circuit until 30 minutes after the end of the race, because of the eventual protests presented by one of more other Teams.

Art. 23 – Wet Race

23.1. If the Race Committee declares the "Wet Race" situation, all the karts will continue racing with the "slick" tyres.

23.2. In case of heavy weather conditions, please refer to point 14.3.

Art. 24 – Karts decoration

24.1. The Organization will have EXCLUSIVELY the front nose, behind and above the racing number.

24.2. The Teams can decorate the front and the rear bumper and the left and right spoilers.

Art. 25 – Box, Signals and driver change

- 25.1. Each Team will be assigned of a 1,5x3 mts space behind the pit lane wall, to signal the drivers
- 25.2. The private cars cannot be parked in the paddock, but in the parking outside. Exceptions will be made for the Teams Camper/motorhome.
- 25.3. The signals to the drivers will be made by the boards given by the Organization or by white boards and/or other non-lighted supports. Teams can use radio-communication systems (mobile phones not allowed), approved by the Italian Law, given by the Organization or of their own propriety.
- 25.4 To change driver every Team will have a 2x3mts in front of his box..
- 25.5 The Pit Lane is reserved for the karts. The driver change areas (cement)are outside the Pit Lane
- 25.6 Drivers must enter and exit from pits in safety conditions. Overtaking in pit lane is strictly forbidden
- 25.7 Pit lane time MUST BE not less then 45", driver change included. If refueling is made after driver change, the pit lane time must be not less then 60".Will be given a "Drive Trough" penalty for the drivers that will not respect this rule, 10 or 20" penalties for the recidivous drivers. Penalties will be given for unfair or dangerous driving behaviour in the pit lane.
- 25.8 Each driver will identify himself with a letter (sticker) given by the Organization. This letter will be applied on the LEFT side of helmet (on the driver's left). On Pit In and Pit out the Race Marshals will take note of the letter. Drivers must slow down in corrispondance of the Marshals to let them take note.Penalties are assigned to the drivers that will not respect this rules.
- 25.9 Is strictly forbidden to stay in the pit lane. Only the Team Managers and the drivers can cross the pit lane to reach the Pit Lane Wall.

Art. 26 – Race Numbers

- 26.1. Numbers from 1 to 80 (excluding 13 and 17) will be assigned by the Organization.
- 26.2. It's possible to ask for a particular race number. It will be given if it's available and/or not assigned yet.

Art. 27 – Race Timing

- 27.1. All the Karts have a unique trasponder. The trasponder signal is the only valid official data to define the Practice/Qualifying and Race Results.This results are showed by the monitor sto the Teams.. No other time/result will be considered by the Race Committee
- 27.2. If the kart trasponder, for any reason, stops working, it will be immediately substituted, signalling the driver to enter in the Technical Area.
- 27.4. All the kart can have a "On board" chronometer. The times showed on it are not considered by the Race Committee.

Art. 28 – Podium (Two, one for Race-1 and one for Race-2)

- 28.1.The following trophies will be given :
a team trophy and an individual one will be awarded to the three winner teams. A team trophy will be awarded to the Teams from the 4th to the 10th position. Other trophies for the Pole Position, the Best lap during the race and for the Fair Play. This last three trophies will be assigned to individual drivers.
Other prizes could be given by the Sponsors.

28.2. Winners will be invited to the podium 30" after the race has ended.

28.3 the following is the official prize giving schedule:

The Speaker calls the winners on the podium, starting from the 10th to the 4th position. They will parade on the podium, one after the other.

- 10th Position : prize given by: Technical Partner
9th Position : prize given by: Technical Partner
8th Position : prize given by: Technical Partner
7th Position : prize given by: Media Partner
6th Position : prize given by: Media Partner
5th Position : prize given by: Media Partner
4th Position : prize given by: Media Partner

Before the first three positions, trophies will be given for three individual drivers:

- "Pole Position", prize given by: Gold Sponsor
"Best Lap", prize given by:Gold Sponsor
"Fair Play", prize given by:Official Timing

And finally the first three Teams go up on the podium' steps: .

- 3rd Position: prize given by: Platinum Sponsor
2nd Position: prize given by: Platinum Sponsor
1st Position: prize given by: Title Sponsor