

IORK New Zealand Rental Go Karts Teams Endurance Championship

Official Rules & Event Format

1. Team Composition

- Each team must consist of a minimum of **three (3) drivers**.
- Teams may have up to **four (4) drivers maximum**.
- Each team must nominate **three official drivers** for the team's combined weight classification.
- An additional driver may be nominated as a substitute driver.
- Substitute drivers must comply with the substitution weight rules below.

Driver Numbering and Classification

- The three nominated driver positions will be determined by driver weight.
 - The **lightest driver** in the team will be classified as **Driver 1**.
 - The **middle weight driver** in the team will be classified as **Driver 2**.
 - The **heaviest driver** in the team will be classified as **Driver 3**.
 - Where two drivers share the same driver position, including where drivers are the same or equivalent weight for substitution purposes, they may be identified as **Driver 1A and Driver 1B, Driver 2A and Driver 2B, or Driver 3A and Driver 3B**, as applicable.
 - These driver classifications will be used for driver identification, wristbands, timing, minimum driving time requirements and substitution purposes.
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2. Weight Requirements

- The combined minimum weight of the **three nominated drivers** must be **235 kg**.
- If the team's combined weight is under **235 kg**, one or more drivers must wear **weight vests** to bring the total up to the required minimum.

Substitution Weight Rule

- A substitute driver must be **equal to or heavier than the driver they are substituting**.
- If the substitute driver is lighter, they must wear a **weight vest or approved ballast** so that their total weight is equal to or greater than the driver they are replacing.

Example: If Driver 3 weighs 80 kg and their substitute weighs 60 kg, the substitute must carry at least **20 kg of approved ballast or vest weight** and will race under the appropriate Driver 3 designation.

3. Race Duration and Driver Stints

- The Teams Endurance Championship will run for a total of **2 hours and 30 minutes (150 minutes)**.
- Each team must complete a total of **nine (9) driver changes** during the race.
- Every nominated driver position must complete a minimum of **45 minutes of total driving time**.
- The **maximum continuous driving time per stint is 20 minutes**.
- **The same driver may not complete two consecutive stints**.
- If a team uses two drivers in the same driver position, for example **Driver 1A and Driver 1B or Driver 2A and Driver 2B**, their **combined driving time must exceed the minimum requirement of 45 minutes**.

Teams are responsible for managing their own **pit timing, stint lengths, driver rotation and compliance with these requirements**.

Race Classification and Winning Team

- The race will be classified based on **150 completed minutes**.
- The team leading the event after ****150 minutes** will be declared the ****overall winning team**, provided that team has completed the required **nine (9) or more driver changes** and has otherwise complied with the event regulations.
- Final placings will then be determined in the same manner.
- The next highest placed team that has completed the required **nine (9) or more driver changes** will be classified **second**, followed by the next eligible team in **third**, and so on through the finishing order.
- A team that has not completed the required **nine (9) driver changes** will not be eligible to retain its on track finishing position.
- Race classification will therefore take into account both the team's **race position/laps completed and compliance with the mandatory driver change requirements**.
- Any **additional driver changes issued as team penalties** by race control will become an additional part of that team's required number of driver changes and must be completed for the team to be eligible for its final finishing position.

4. Pit Stop Procedure

- All driver changes must take place within the **designated pit lane** and under official supervision.
- Each pit stop must meet the **minimum stop time as displayed on the official IORK pit timer system**.
- Speeding in pit lane or unsafe entry or exit will result in **penalties**.
- Teams must complete the required nine **(9) driver changes** during the race.
- Pit speeding and penalty enforcement will be managed by the official **IORK pit speed sensor system**.
- All pit stop rules also apply during **official IORK practice sessions**.

Pit Box Procedure

- All driver changes must take place within **one of the two designated pit boxes** and under **official supervision**.
- If a kart arrives in the pit lane and the **chosen pit box is already occupied**, the kart must **stack and wait until the pit box is cleared**.
- Teams must not block the pit lane or attempt to perform a driver change outside of the designated pit boxes.
- Failure to follow the pit box stacking procedure may result in a **penalty issued by race control**.

5. Penalties

- **IORK penalties apply in all circumstances**.
- The standard **IORK penalty system** applies, including stop go or time based penalties depending on the infringement.

Pit Speed Violations

- Each subsequent pit speed infringement will result in a **5 second pit stop penalty**.
- Failure to complete mandatory driver changes, stint requirements or total drive time will result in **disqualification**.

It is the responsibility of all drivers and teams to know the IORK rules prior to the event weekend, and all rules apply from the start of **official IORK practice**.

Enforced Immediate Driver Change

- Certain **driving infringements** may result in an ****enforced immediate driver change** ****being issued by race control**.

- When this penalty is issued, the team must perform a **driver change within two (2) racing laps** of the penalty being displayed or communicated.
- If the required driver change is **not completed within the two lap window**, the team will receive a **5 second pit stop penalty**.
- The 5 second penalty will be added to the team's **next driver change pit stop**.
- This penalty will be served during the team's next pit stop and added to the** pit stop time** once the driver change has been completed.
- Race control may issue this penalty for **driving standards, repeated infringements or other conduct deemed inappropriate during the race**.

Additional Driver Change Penalties

Race control may issue a team with **additional mandatory driver changes** as a penalty for infringements during the event.

Any additional driver change issued as a penalty is **in addition to the standard nine (9) mandatory driver changes** required during the race.

Examples of infringements that may result in additional driver changes include:

- **Repeated pit lane speeding:** Following a team's **second pit speed infringement**, race control will issue the team with **one additional mandatory driver change**.
- **Further pit speeding:** Every additional pit speed infringement after the second infringement will result in a **further additional mandatory driver change** being added to the team's required total.
- **Exceeding the 20 minute maximum stint:** A driver who exceeds the permitted **20 minute maximum continuous driving time**, other than where specifically permitted under the red light rules, may result in the team receiving an **additional mandatory driver change**.
- **Failure to comply with the red light stint procedure:** Where a driver exceeds the 20 minute stint because of a red light, they are permitted to do so under Section 10. However, once racing returns to green, they must complete a driver change **within two (2) racing laps**. Failure to comply with this requirement will result in the team receiving an **additional mandatory driver change**.
- **Multiple contact or racing infringements:** Repeated contact, driving standards infringements or other race infringements may result in race control issuing the team with **one or more additional mandatory driver changes**.
- Race control may apply additional driver changes alongside any **other applicable IORK penalty** where appropriate.
- Once an additional driver change penalty has been issued, it becomes part of the team's **mandatory driver change total for that race**.
- For example, if a team is required to complete the standard **nine (9) driver changes** and receives two additional driver change penalties, that team must complete a minimum of **eleven (11) valid driver changes**.

- Failure to complete all required driver changes, including any **additional driver changes issued as penalties**, may affect the team's final classification or result in disqualification in accordance with the event rules.
- The **IORK Race Director and Race Control** have final authority over the issuing, recording and enforcement of additional driver change penalties.

Penalty Points

- Penalty points may be issued by **Race Control** for driving infringements, contact, pit lane infringements, repeated offences or other breaches of the IORK racing rules.
 - Penalty points are accumulated by the **team throughout the duration of the race**.
 - If a team accumulates **four (4) or more penalty points**, the team will receive **one additional mandatory driver change penalty**.
 - This additional driver change is added to the team's required driver change total and must be completed in addition to the standard **nine (9) mandatory driver changes** and any other additional driver changes already issued as penalties.
 - If a team accumulates **eight (8) or more penalty points** during the race, the team will be **black flagged, removed from the race and disqualified**.
 - The **IORK Race Director and Race Control** have final authority over the issuing and recording of penalty points and the enforcement of these penalties.
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6. Racing Rules

- All on track conduct and race management follow the **Official IORK Racing Rules**.
- Any updates or changes made to the IORK rulebook automatically apply to the Teams Endurance Championship.

Key Racing Rules

- Respect all **flag and light signals and race officials**.
 - **No deliberate contact or blocking**.
 - Maintain **fair driving standards**.
 - Respect all **pit rules**
 - **Track limits must be respected**. Repeated breaches will incur penalties.
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7. Safety and Compliance

- For information regarding how karts are selected and allocated, please refer to **Section 13 – Kart Selection and Draw**.
- Kart parity and reliability are monitored by **IORK officials and host track staff**.
- All drivers must attend the **official driver briefing** prior to the event and comply with all safety instructions.

- **Helmets and enclosed footwear are mandatory.**

Helmet and Seatbelt Compliance

- All drivers must ensure their **helmet strap and seatbelt are correctly fastened before exiting the pit lane and entering the track.**
 - If a driver exits the pits and their **helmet strap or seatbelt is not correctly fastened**, they will be required to **immediately return to the pits.**
 - The driver must enter and **stop within one of the designated pit boxes.**
 - Once the kart is stationary inside the pit box, the driver may **correctly fasten their helmet strap and/or seatbelt.**
 - Once the helmet and seatbelt are correctly secured, the driver may **re-enter the track**, subject to instructions from pit lane officials.
 - **No driver change may be completed during this stop.** The same driver who returned to the pits must remain in the kart and re-enter the track.
 - This safety stop **does not count as one of the team's mandatory driver changes** or any additional driver change required as a penalty.
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8. Driver Identification

- Each driver will be issued with an official **IORK driver wristband** at registration.
- Each team driver position will have a **different coloured wristband** to clearly identify drivers.
- Driver numbers are allocated according to the weight classification set out in Section 1.

Driver structure:

- **Driver 1 – Lightest driver**
- **Driver 2 – Middle weight driver**
- **Driver 3 – Heaviest driver**
- Where two drivers share the same driver position, they may be identified as **Driver 1A and Driver 1B, Driver 2A and Driver 2B, or Driver 3A and Driver 3B**, as applicable.
- Drivers sharing the same driver position will be identified under that position for the purposes of minimum combined driving time.
- Wristbands must be **worn at all times during the event** while driving or participating in pit stops.

- Wristbands allow officials to **verify driver positions and ensure compliance with minimum driving times.**
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9. Rule Enforcement & Officials

The IORK Teams Endurance Championship will be officiated by the official **IORK race management team** in cooperation with the **host track officials.**

IORK Race Director

- Has **final authority** over all sporting decisions.
- Responsible for interpreting and enforcing the **IORK rulebook and Teams Endurance Championship rules.**
- May issue **penalties, warnings or race control instructions** when required.

Host Track Officials

- Assist with **race control, pit lane supervision and on track safety.**
- Monitor **driver conduct, pit entry and exit and race operations.**
- Report incidents or rule breaches to the **Race Director.**

Chief Timekeeper

- Responsible for **official timing and scoring** of the event.
- Oversees **pit stop timing, driver change validation and total driver stint time.**
- Confirms compliance with **minimum driving times and mandatory driver changes.**

Pit Lane Officials

- Supervise **driver changes and pit lane safety.**
- Ensure teams follow **correct pit stop procedures** and use the designated pit boxes.
- Report unsafe behaviour or procedural breaches to **Race Control.**

All decisions made by the **Race Director and official IORK timing system** are considered **final for the purposes of the event.**

10. Red Light Procedure

- If a **red light condition** is declared during the race, the official **IORK red light rule will apply.**
- Under the IORK red light rule, **all karts must return to the pits.**

- The pit lane remains open for **karts currently on track to return to the pits during the red light.**
 - The pits are **closed for driver changes** during a red light period.
 - A kart returning to the pits under red light **must not perform a driver change.**
 - Drivers who are **not currently racing**, team members and support crew **must not enter the pit area during the red light period.**
 - Everyone other than the drivers returning their karts to the pits and authorised race officials must **remain outside the pit area** until race control permits access.
 - If a kart is already inside the pit lane at the moment the red light is declared, it may **complete its stop**, however **no driver change may take place** and the kart must remain under the direction of race control.
 - If a driver exceeds the **maximum 20 minute stint time** because of a red light interruption, this will be permitted.
 - Once racing returns to **green light conditions**, any driver who has exceeded the 20 minute maximum stint because of the red light must pit for a driver change **within two (2) racing laps.**
 - Team members may signal their driver that they need to **pit immediately once racing resumes under green light conditions.**
 - Failure to pit within the required **two lap window** may result in a penalty at the discretion of the Race Director.
 - If a **red light stoppage exceeds five (5) minutes**, race control may **pause the race timer and driver stint timers** at their discretion.
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11. Injury Substitution Rule

- If a driver is **injured and required to withdraw from the event**, a substitute driver may be brought in to replace them.
- The substitute driver must be **weighed in by officials** before they are permitted to race.
- The substitute driver must be **equal to or heavier than the driver they are replacing.**
- If the substitute driver is lighter, they must wear **additional approved weight or a weight vest** so that their total weight is equal to or greater than the replaced driver.
- Any injury substitution must be **fully approved by race management before the driver is allowed to enter the race.**
- The replacement driver will **inherit the same driver position and wristband colour** as the driver they are replacing, including the applicable Driver 1, Driver 2 or Driver 3 classification.
- Race management reserves the right to **refuse or modify a substitution if it is considered to provide an unfair competitive advantage.**

12. General Event Authority

- Race control and the IORK Race Director have the authority to **interpret and enforce all rules contained within this rulebook**.
 - Race control may issue **instructions, penalties or procedural changes** if required in the interest of **safety, fairness or the smooth operation of the event**.
 - In circumstances not specifically covered within these regulations, the **Race Director's decision will be final**.
 - All teams, drivers and participants must **follow instructions issued by race control and event officials at all times**.
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13. Kart Selection and Draw

Once final entries are confirmed, Race Management will select the required number of karts for the event based on their demonstrated performance and reliability across the race weekend. For example, if there are 12 teams entered, the best 12 available karts will be selected.

The selected karts will then be ranked by Race Management from the best performing kart through to the lowest performing kart within the selected group.

The kart draw will be conducted in entry order, with the first team entered receiving the first opportunity to draw, followed by the second team entered, and so on.

Draw Process

A draw pot containing three marbles marked A, B and C will be used.

At the beginning of the draw, the top three ranked available karts will be assigned to positions A, B and C, with each letter representing one specific kart.

Before each team draws, Race Management will clearly display which kart is currently allocated to each of the three positions.

When it is a team's turn:

1. The team will randomly draw one marble: A, B or C.
2. The team will be allocated the kart currently assigned to the letter drawn.
3. That kart will then be removed from the available kart list.
4. The next highest ranked available kart will be placed into the now vacant letter position.
5. The draw will then continue with the next team.

This process will continue until every team has been allocated a kart.

Passing a Draw

Because teams can see the three karts currently assigned to positions A, B and C before drawing, a team may choose to pass its turn rather than draw.

If a team passes, the next team in entry order will be given the opportunity to draw. A team may continue to pass while other teams remain in the original draw order.

However, once all teams that have not passed have completed their draw, any teams that passed must then complete their draw in their original entry order. At this stage, no further passes will be permitted.

Passing does not reserve, guarantee or provide priority access to any particular kart. The available karts will continue to rotate through positions A, B and C as other teams complete their draws.

Final Kart Allocation

Teams cannot directly select a kart. A team may only draw an A, B or C marble and will receive whichever kart is assigned to that position at the time of the draw.

Once a marble has been drawn, the resulting kart allocation is final. There will be

14. Qualifying Format

Once all karts have been drawn, qualifying will take place based on the **number of teams entered in the event**.

Eight Teams or Fewer – 5 Minute Timed Qualifying

If there are **eight (8) teams or fewer**, there will be **one 5 minute timed qualifying session**.

- All teams will take part in the same **5 minute qualifying session**.
- The nominated qualifying driver will be sent onto the track for the session.
- Each driver aims to set their **fastest possible lap time**.
- Grid positions will be determined based on the **fastest lap times recorded**.

More Than Eight Teams – Two 3 Minute Qualifying Sessions

If there are **more than eight (8) teams**, qualifying will be divided into **two separate 3 minute qualifying sessions**.

- Teams will be divided between the two qualifying sessions by race management.
- Each qualifying group will receive **3 minutes of track time**.
- The nominated qualifying driver for each team will aim to set their **fastest possible lap time** during their allocated session.

- Grid positions will be determined based on the **fastest lap times recorded across the qualifying sessions**.

Race management will confirm the **qualifying groups, running order and final qualifying procedure prior to the session**.