



Briefing CRKC 2025

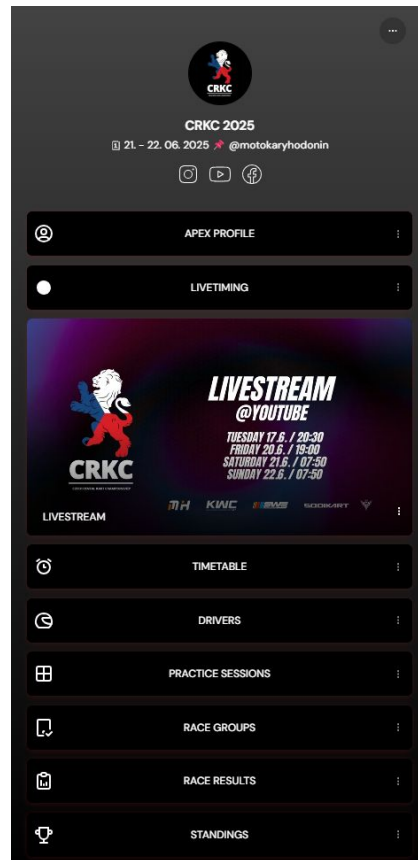
Welcome to Hodonín

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Most important link of the week:

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All organizational information
and essential documents in one
place.



Before the Race & Pit Entrance

Drivers must be ready at the designated pit area at least 10 minutes before the race.

Drivers entering the karts must use the left side of the pit entrance.



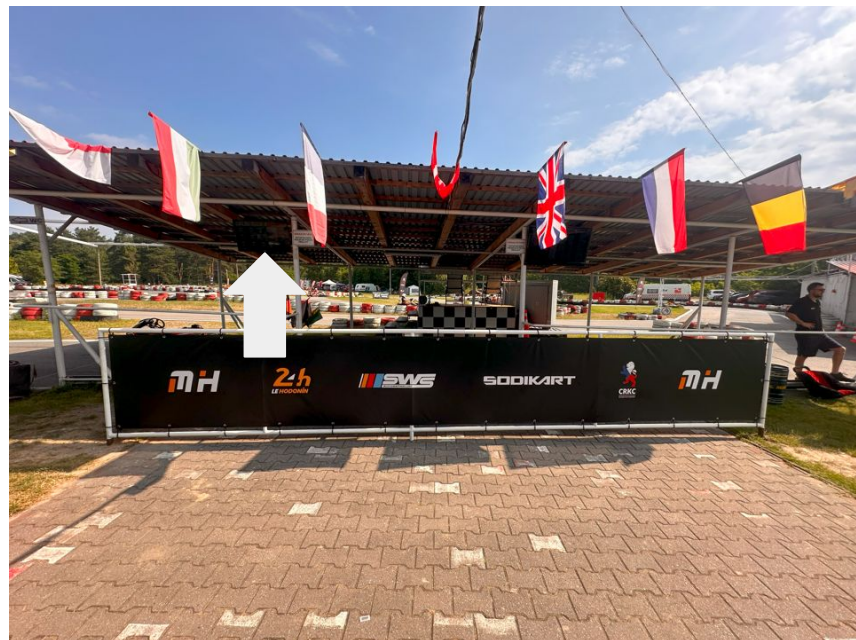
Karts Draw

Karts are assigned randomly using the Apex Timing system. The kart allocation for the upcoming heat is displayed on the screen at the pit entrance.

If a driver is assigned the same kart number during the heats that they have already used in a previous heat, they must immediately report this to the race crew.

Failing to report the duplicate draw and proceeding to the qualification/race with the same kart will result in disqualification from that race.

In case of a duplicate draw, the driver's kart number will be swapped with the next driver on the start list for that race as per the Apex system. If that driver has also already used the same kart, the process continues down the list until a suitable swap is found.

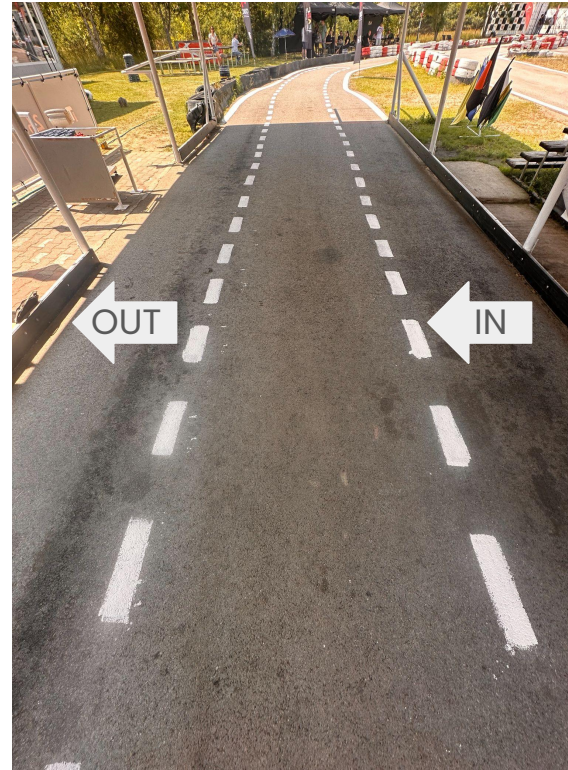


Drivers Change

Drivers who finish their race must exit the kart on the left side and promptly leave the pit area for weighing.

Drivers waiting for their race must line up behind the second dashed line in the pit lane before the previous race ends. Once the karts return to the pit and the previous drivers have exited, the next drivers may enter the karts.

Only drivers are allowed beyond the black barrier into the pit area. No team personnel or companions are permitted. Drivers who require assistance with ballast will be helped by the race staff.



Pit Exit

All drivers exiting their karts must pass through the official weigh station.

Any ballast used must be returned to its original location in the ballast container.

Drivers exiting the karts must use the right side of the pit entry.



Balance of Performance

Some karts are equipped with fixed ballast as part of the kart's Balance of Performance. This ballast is marked with orange tape.

If a driver removes this ballast at any point during the championship, they will be disqualified from the entire event.



Joker Lap

The Joker Lap (Short Cut) must be taken exactly once during each race (on all track layouts), excluding the first and last lap of the race.

Using the Joker Lap at any point during qualifying is strictly prohibited.



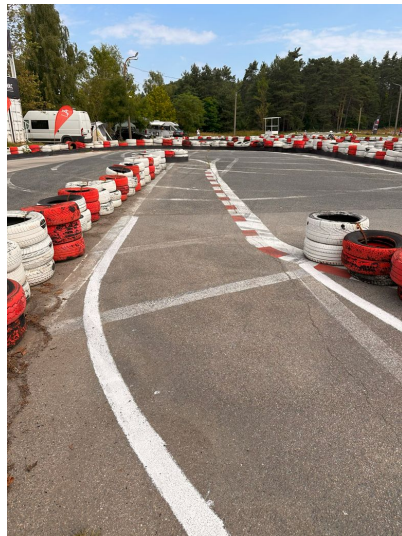
Joker Lap Exit



When exiting the Joker Lap, crossing the white exit line is strictly prohibited (touching the line is allowed, but crossing over it is not).

If one driver is in the Joker Lap and another is on the track, the driver on the track must not impede the driver who is still within the lines of the Joker Lap (before the end of the exit line).

Once the driver exiting the Joker Lap has fully rejoined the track (past the end of the exit line), any battles are considered standard racing situations.



Qualification & Race Procedure



Drivers enter the track from the pit lane at regular intervals for qualifying. During the out lap, stopping or excessive slowing is strictly prohibited. If a driver makes a significant mistake during a hot lap (loss of approximately one second or more), they are required to let the faster driver behind pass.

After qualifying, drivers line up in turns 2–4 (depending on the layout) according to their results. One formation lap follows, leading to the race start.

Races begin with a rolling start in a single file. The driver in pole position sets the pace and may go full throttle only in the final corner. Overtaking or moving out of line is permitted only after this driver crosses the green flag line. If the starting procedure is not executed correctly, the green flag will not be shown and another formation lap will follow.

A race countdown is displayed on the race control tower. The race ends when the checkered flag is waved at the timing loop. After crossing the finish line, drivers line up at the start of the Joker Lap and, upon instruction from the track marshal, return to the pits via the shortcut.

Racing Regulations



1. During overtaking, it is strictly forbidden to push or bump a kart ahead by contacting its rear bumper.
2. The "half-kart rule" applies to overtaking maneuvers — initial contact with the rear half of the kart being overtaken (e.g. rear wheel level) is considered an unfair pass. When assessing overtaking situations, the stewards will also consider the precise position and speed of both drivers relative to the apex and braking point.
3. The overtaking driver must be able to stay on the racing line — they may not force the other driver significantly off-line or off the track. In other words, the overtaking driver must be able to complete the corner independently, without using the other kart to reduce their speed or aid in making the turn.
4. On corner exit, the half-kart rule also applies — if the kart being overtaken is still alongside the front half of the overtaking kart, the overtaking driver must leave racing room.
5. On straights, changing direction more than once is prohibited, as is excessive braking or slowing down in areas where braking is not normally required.

Penalties & Flags

In the case of an immediate decision for an unfair overtake or causing a collision, the driver will be shown a black-and-orange flag along with their kart number. The driver must then slow down and let the affected driver go.

If the situation is not resolved during the race, a time penalty may be applied after the finish (displayed in the timing system and the list of penalties).

All other flags are used according to standard race rules.



Protests & Requests

A protest regarding a racing incident may only be submitted by the driver involved and must be reported immediately to the Race Director, Dominik Šurýna, at the race control tower.

For any questions or requests related to event logistics (facilities, etc.), please contact Tatiana Tomčová.

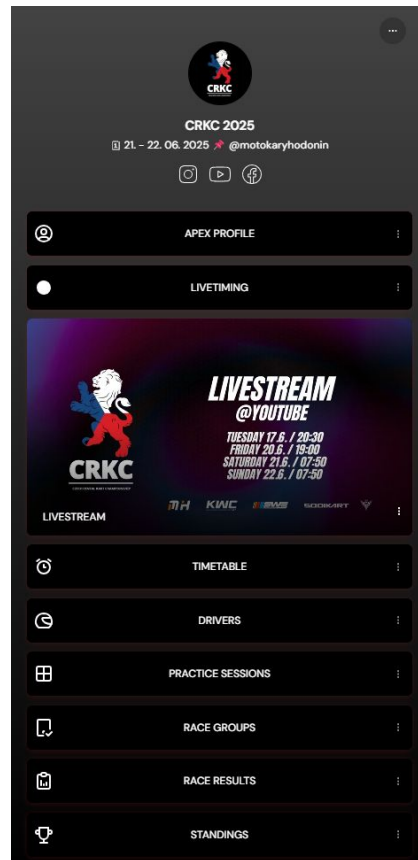


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Good Luck
Enjoy!