



OFFICIAL RULEBOOK

RENTAL CHAMPIONSHIP **SEASON 2024**

ABOUT RULEBOOK:

Competition: SOR Rental Championship

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ABOUT ORGANIZER:

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The document contains official rules of sports competitions. Rulebook is valid for all participants, and any deviation from the rules may result in penalties defined within it. The SOR Motorsport reserves the right to change the regulations during its validity. In case of any discrepancies, the official rules take precedence over any other source of information.



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ACRONYMS

DNF	Did Not Finish
DNS	Din Not Start
DQ	Disqualified
PP	Penalty Points
QS	Qualifying Session
RC	Race Control
RD	Reserve Day
RC	Rental Championship
S12	Sprint race of 12 laps
S14	Sprint race of 14 laps
S16	Sprint race of 16 laps
SOR	Serbia Off Road
FP	Free Practice
RD	Race Day

BASIC INFORMATION ABOUT THE COMPETITION

- a. SOR Rental Championship consists of two competitions:
 - **Driver's Championship**
 - **Team Championship**
- b. The season consists of 6 race days, of which 5 are required for the competition to be valid.
- c. The competition takes place at karting tracks in Belgrade, Kula, and Jagodina.
- č. Every driver must be a member of a team and possess a valid license.
- ć. A team can consist of a minimum of two and a maximum of three competitors.
- d. Season champions in the drivers' competition win the following prizes:
 - **1st place** - Slot in the SOR T4 Team for the 2025 season (value ~ €3000)
 - **2nd place** - Slot in the SOR Rental Championship for the 2025 season (value ~ €800)
 - **3rd place** - 50% discount on the fee for the SOR Rental Championship 2025 (value ~ €400)

1. Competitors - rights and obligations

- a. In the competition, individuals older than 14 years can participate. For the participation of underage competitors, the Consent of guardians or parents is required, a document that is signed at each Race Day.
- b. Every competitor is obliged to possess the appropriate SOR Motorsport license.
- c. It is the obligation of each competitor to compensate for any damage caused to the property and/or equipment used for the realization of the competition.
- č. It is the obligation of each competitor to inform the organizer if they are absent from the RD, at the latest 48 hours before the event.
- ć. Upon joining the competition, each competitor is obliged to sign a Declaration of Responsibility, as well as Consent for participation in photo, video, and audio recordings during the competition. If the competitor is a minor, then these statements are signed by their parent or guardian, as well as Consent for the participation of the minor in the competition.
- d. Every competitor has the right to criticize proposals, decisions, and judging of the organizer in an appropriate manner. This entails that any criticism is exclusively communicated in written form via email to SOR Motorsport, clearly explaining the reason for the criticism and ensuring that it is constructive.
- dž. Every competitor has the right to initiate proposals for amending the regulations and to provide suggestions aimed at improving the competition.
- đ. Every competitor has the right to receive a refund of a portion of the entry fee for race days that were not held due to adverse weather conditions or similar circumstances.



2. Organizer - rights and obligations

- a. The organizer is obliged to hold all race days defined by the Championship Calendar except in the case of unforeseen circumstances (introduction of curfew, adverse weather conditions, etc.)
- b. In the event of changes to the regulations, the organizer is obliged to inform all competitors via email at least 48 hours before the next RD takes place.
- c. In case of changes to the date of the RD, the organizer is obliged to inform all competitors via email at least 48 hours before the initial date of that RD.
- č. During the season, the organizer has the right to introduce amendments or additions to the Regulations.
- ć. The organizer has the right to impose any penalty prescribed by these Regulations.
- d. The organizer has the right to cancel the competition if one-third of the total number of registered competitors have not paid the entry fees on time, as this will lead to a lack of financial resources.

3. Finances of the competition

- a. The entry fee for participation in the entire season is €620 if paid in two installments.
- b. For paying the fee for the season upfront, a 10% discount is applied, making the price €558.
- c. The deadline for paying the first installment is a maximum of 7 days from the date of registration for the competition. This way, the driver confirms their participation in the Championship.
- č. All amounts published in other currencies are to be paid in RSD equivalent according to the [applicable exchange rate of the National Bank of Serbia](#) on the day of payment.
- ć. If a participant registers for the competition after the first RD, the entry fee and payment schedule will be defined separately for them.
- d. Partial refunds are possible upon the driver's request, but only for RD that were not held on any regular or reserve day. The refunded amount is €80 per race day.
- dž. The payment schedule for the entry fee in two installments is as follows:

Installment	Price	Deadline
1	310 €	7 days after registration
2	310 €	18.08.2024.





4. Director and Competition Delegates

- a. The competition director is the principal and responsible person for the competition, and each of their decisions is considered final and must be respected.
- b. The competition director is obliged to make decisions impartially, honestly, and fairly.
- c. The competition director for the 2024 season is Marko Tomanović.
- č. Competition delegates are individuals responsible for a specific part of the competition organization and are required to adhere to the instructions and decisions of the competition director, familiarize themselves with the rules, and understand the operating system.
- ć. Competition delegates are obligated to make decisions impartially, honestly, and fairly.

5. Intent of the Rules

- a. Violation of the intent of a rule is considered a violation of that rule. If the rule is followed verbatim but the intent of the rule is violated, it is considered that the rule is also violated.
- b. Referring to the "intent of the rule" is used exclusively to prevent rule violations when the manner of violation is not fully covered by the definition. For example, if drivers must keep both hands on the steering wheel at the start of the race to prevent wheel spinning and acceleration before the start, then if a driver keeps both hands on the steering wheel but blocks the wheel with one foot, that driver can be penalized by invoking this rule.

6. Competitor Equipment

- a. During driving on RD, drivers are required to wear a full-face protective helmet with a proper visor, shoes, socks, and clothing that covers the entire body.
- b. During driving on RD, drivers are prohibited from wearing any hanging, loose, or noisy clothing, clothing with fringes, hoods, or anything that could injure the driver upon contact with moving parts of the kart (chain, sprockets, wheels, axle...). If drivers have long hair, it must be tucked into their clothing. The use of open-toed shoes and platform shoes is prohibited.
- c. During driving on RD, listening to music using any type of headphones or earbuds is prohibited. Additionally, the use of any communication devices such as Bluetooth transmitters and receivers, walkie-talkies, mobile phones, etc., is prohibited.





COMPETITION CALENDAR AND SCHEDULE

RD1	Saturday, April 27	S14 + S14 + S14	Motodrom Kula
RD2	Saturday, May 11	S12 + S12 + S12	Autokomerc Karting Centar
RD3	Saturday, June 1	S14 + S14 + S14	Motodrom Kula
RD4	Saturday, August 24	S14 + S14 + S14	Motodrom Kula
RD5	Saturday, September 14	S16 + S16 + S16	Karting Centar Jagodina
RD6	Saturday, October 5	S14 + S14 + S14	Motodrom Kula
RD1	Saturday, June 15	As postponed	As postponed
RD2	Saturday, July 6	As postponed	As postponed
RD3	Saturday, October 19	As postponed	As postponed
RD4	Saturday, November 2	As postponed	As postponed

* Reserve days serve as time slots for rescheduling a RD if necessary.

Autokomerc Karting Centar		Karting Centar Jagodina / Motodrom Kula	
11:30 - 12:00	Driver's Registration	10:00 - 10:30	Driver's Registration
12:00 - 12:30	Briefing	10:30 - 11:00	Briefing
from 13:00	Practice and Races	from 11:00	Practice and Races
30min after 3rd race	Award Ceremony	30min after 3rd race	Award Ceremony

REGISTRATION AND BRIEFING

- Competitors must register on each race day by scanning their license at the SOR info desk. The list of registered competitors is later used to track attendance at the briefing.
- A drivers' briefing is held in front of the SOR info desk on each race day, and attendance of all registered competitors is mandatory. During the briefing, the basic rules of the competition are reviewed, and any special instructions for the day are provided if applicable.
- Late registration or attendance at the drivers' briefing is punishable, while complete absence from the briefing results in disqualification from the race day.



DRIVER WEIGHT AND BALLAST

- a. The minimum allowed weight of the driver with all equipment used in driving is 85kg.
- b. Driver equipment includes a helmet, gloves, neck collar, action camera, protectors, etc.
- c. Drivers with a total weight of equipment less than the prescribed amount must add weights/ballast to the kart. Weights of 10kg, 5kg, and 2.5kg are used on all karting tracks.
- č. The use of weights is entirely the responsibility of the competitor. Assistance may be provided when placing weights, but competitors must handle them and return them to their designated location. Fixing weights should be done as quickly as possible to avoid delaying the agenda.
- ć. Immediately after the end of each official session, the competitor is required to undergo a weight check and have all equipment and weights if used. Drivers will not be reminded to fulfill this obligation, and failure to undergo weighing will be penalized.

COMPETITION FORMAT

1. Karting number draw

- a. Assignment of kart numbers to drivers, i.e., drawing, is done randomly using a computer program that assigns numbers to drivers independently of human influence.
- b. Each driver will drive with a different kart number during one race day in each official session. The driver should inform the organizer if they notice any deviation from this rule, whether it concerns them or another competitor.

2. Driver groups

- a. Due to the limited number of karts, drivers are divided into groups.
- b. The number of groups and the number of drivers per group are determined based on the number of registered drivers for that RD. The minimum number of drivers in one group is 6, and the maximum is 12.
- c. For the first two races on the first RD, drivers are grouped based on the order of registration for the Championship. For example, if 20 drivers out of 24 registered for the Championship participate in the RD, the first 10 drivers in the order of Championship registration form the first group, while the next 10 form the second group.
- č. For the first two races on all RD except the first one, drivers are grouped based on the overall Championship standings before the RD. For example, if 20 drivers out of 24 registered for the Championship participate in the RD, the first 10 drivers in the overall Championship standings form the first group, and so on.
- ć. For the third race on all RD, drivers are grouped based on the total result from the first two races of that day, using the fishbone system. The first-placed driver goes to the first group, the second-placed driver goes to the second group, and so on.

3. Starting order

- a. For the first two races on the first RD, the starting order is determined based on the results of the qualifying session within each group. For the first race, the order is defined directly, while for the second race, it is defined inversely compared to the qualifying results. This principle is only used on the first RD.
- b. For the first two races on all RD except the first one, the starting order is determined based on the overall Championship standings before the RD within each group. For the first race, the order is defined directly, while for the second race, it is defined inversely compared to the overall standings.
- c. For the third race on all RD, the starting order is determined based on the results from the first two races of that day, using the direct method. Thus, the first-placed driver after the first two races starts first in the first group, while the second-placed driver starts first in the second group, and so on.
- č. If a driver is not present at the start of the race but should occupy a place on the starting grid, their place remains empty, meaning there is no movement for that one position.

4. Free practice

- a. On each RD before the first race or qualifying, each group has a 5-minute free practice session. Each driver in the free practice session drives the kart assigned to them by drawing for the first race of that day.
- b. During the free practice session, all rules of these Regulations apply. Penalties assigned during the free practice session apply to the first race of that day.

5. Qualifying

- a. Qualifying is held once a season, on the first RD, to determine the starting order for the first two races of that day.
- b. Only the fastest lap set by the driver during the session is considered for the qualifying result.
- c. The grouping of drivers for qualifying is determined by the order of registration for the Championship.
- č. During qualifying, all rules of these Regulations apply. Penalties assigned during the free practice session apply to the first race of that day.

6. Race

- a. Race formats:
 - Sprint 12 (S12), race of 12 laps | Autokomerc Karting Centar
 - Sprint 14 (S14), race of 14 laps | Motodrom Kula
 - Sprint 16 (S16), race of 16 laps | Karting Centar Jagodina
- b. Upon entering the track, drivers complete one reconnaissance lap and then position themselves on the start-finish straight according to the predetermined initial order.



- c. During the reconnaissance lap, any intentional delaying, postponing, or moving the start of the race will be penalized.
- č. The start of the race is marked by the signal of the race delegate with the flag bearing the SOR logo or by a semaphore.
- ć. When starting the race, drivers must keep both hands on the steering wheel. The race will not start until all drivers have both hands on the steering wheel. A driver who fails to comply with this rule will be penalized.
- d. The race ends when the race delegate displays the checkered flag.
- dž. Immediately after completing the last lap of the race, all drivers, at the speed of the yellow flag conditions, drive an out lap to enter the parc fermé.
- đ. In the event of a race interruption, the final standings are determined based on the track order at the end of the last lap before the lap in which the race was interrupted.
- e. In the event of a race interruption, all points are awarded only for the race in which 70% or more of the laps were completed (the number of laps is rounded down).

7. Scoring and classification

- a. At the end of each race, drivers are awarded points for that RD depending on their placement within the group, the group itself, and the format of that race.
- b. At the end of the RD, drivers are awarded total points in the overall championship standings based on all the races of that RD.
- c. At the end of the RD, teams are awarded total points in the overall team championship standings based on the average points scored by the drivers of that team in all the races of that RD.
- č. Only on RD1, all groups are scored the same as the first group.
- ć. The scoring of all race formats for all RDs except the first one is shown in the table below:

Placement	SPRINT 12			SPRINT 14			SPRINT 16		
	G1 Points	G2 Points	G3 Points	G1 Points	G2 Points	G3 Points	G1 Points	G2 Points	G3 Points
1.	25	24	23	30	29	28	35	34	33
2.	21	20	19	25	25	24	29	28	27
3.	18	17	16	21	20	19	25	24	23
4.	16	15	14	18	17	16	22	21	20
5.	14	13	12	16	15	14	20	19	18
6.	13	12	11	14	13	12	18	17	16
7.	12	11	10	13	12	11	17	16	15
8.	11	10	9	12	11	10	16	15	14
9.	10	9	8	11	10	9	15	14	13
10.	9	8	7	10	9	8	14	13	12
11.	8	7	6	9	8	7	13	12	11
12.	7	6	5	8	7	6	12	11	10

* Scoring for all RD except the first.





- ć. The driver with the most points at the end of the season is the winner of the driver's championship.
- d. The most significant placement of a driver is the highest position at which that driver finished in any RD during the season.
- dž. If multiple drivers have the same number of points in the overall standings, these drivers are then compared based on the total number of their most significant placements, starting from the first positions. If multiple drivers have the same number of most significant placements and all other placements, then the driver who achieved their most significant placement earlier in the season has the advantage.
- đ. The team with the most points at the end of the season is the winner of the team championship.
- e. The most significant placement of a team is the highest position at which that team finished in any RD during the season.
- f. If multiple teams have the same number of points in the overall standings, these teams are then compared based on the total number of their most significant placements, starting from the first positions. If multiple teams have the same number of most significant placements and all other placements, then the team that achieved their most significant placement earlier in the season has the advantage.
- g. The driver with the most points at the end of the RD is the winner of that RD.
- h. If multiple drivers have the same number of points in the RD, these drivers are then compared based on the total number of their most significant placements, starting from the first positions. If multiple drivers have the same number of most significant placements and all other placements, then the driver who achieved their most significant placement earlier in the RD has the advantage.
- i. The team with the most points at the end of the RD is the winner of that RD.
- j. If multiple teams have the same number of points in the RD, these teams are then compared based on the total number of their most significant placements, starting from the first positions. If multiple teams have the same number of most significant placements and all other placements, then the team that achieved their most significant placement earlier in the day has the advantage.



SIGNALIZATION

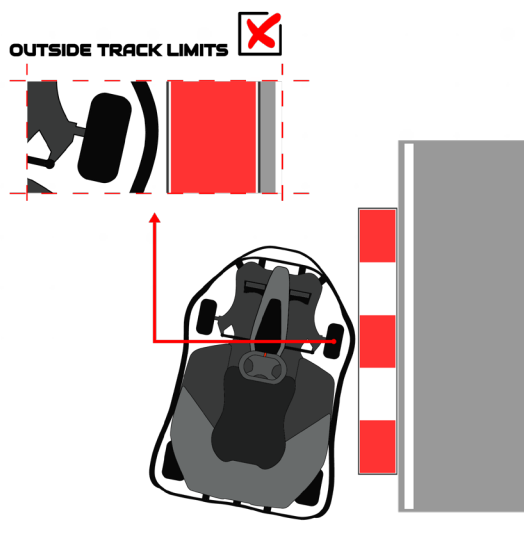
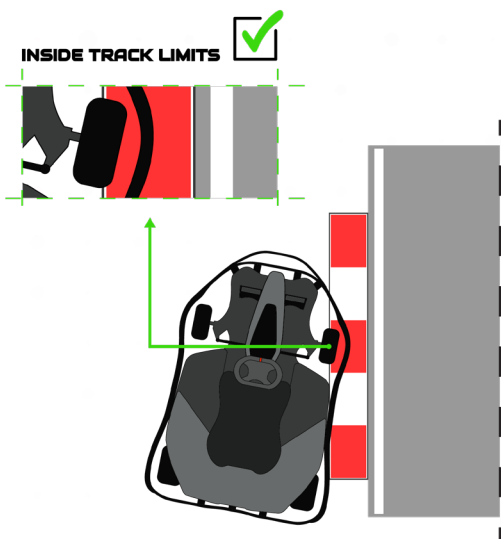
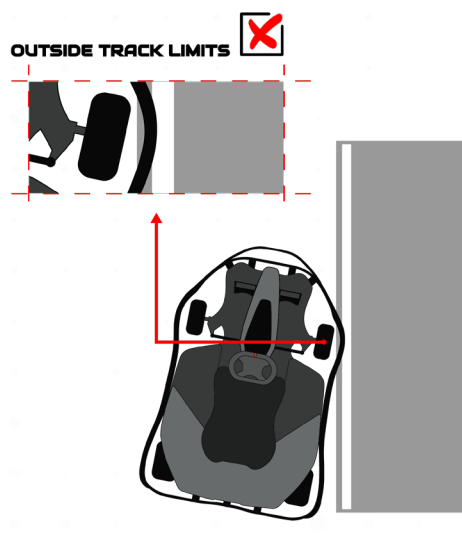
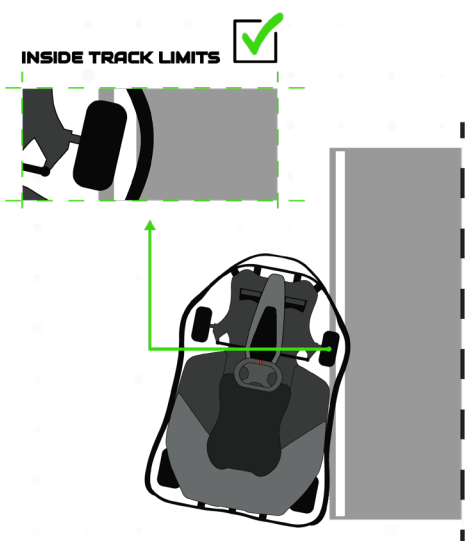
Green flag	Start of the race period on the track. If the yellow flag was displayed on the previous part of the track, then the green flag signals the end of the yellow flag period.
Yellow flag	Caution flag, the driver must slow down, something has happened on the track past the point where the yellow flag was displayed. Overtaking is forbidden unless instructed otherwise by the marshals or if the vehicle in front has an obvious problem (has gone off the track, slowed down due to technical issues, etc.). The yellow flag is valid until the physical point on the track where the marshal is standing with the green flag displayed or the light panel.
Blue flag (static)	The driver must safely move off the ideal racing line and reduce the speed to allow one driver to overtake for a full lap.
Blue flag (waving)	The driver must safely move off the ideal racing line and reduce the speed to allow two or more drivers to overtake for a full lap.
Red flag	The driver must come to a safe and controlled stop on the track as soon as possible and then follow the race delegate's further instructions.
Black-white flag	Warning before the black flag is displayed. It is always static and displayed with a number, referring only to the driver whose kart number is displayed. The reason for displaying it is unsafe or unsportsmanlike driving. This flag is always displayed on the start-finish straight.
Black flag	The driver must immediately leave the track and go to parc fermé and then communicate in a usual tone with the race director for a discussion about the incident that caused their exclusion from the race. It is always static and displayed with a number, referring only to the driver whose kart number is displayed. This flag is always displayed on the start-finish straight.
Checkered flag	Indicates the end of the race period on the track. The next lap to be driven is the out lap. This flag is always displayed on the start-finish straight.
White SOR flag	Indicates the start of the race after the drivers have taken their starting positions in the karts. This flag is always displayed on the start-finish straight.
Table with numbers	Indicates the kart number and serves to unambiguously indicate to whom a specific signal is directed. It is used in combination with the black and black-and-white flags. It is only displayed on the start-finish straight.



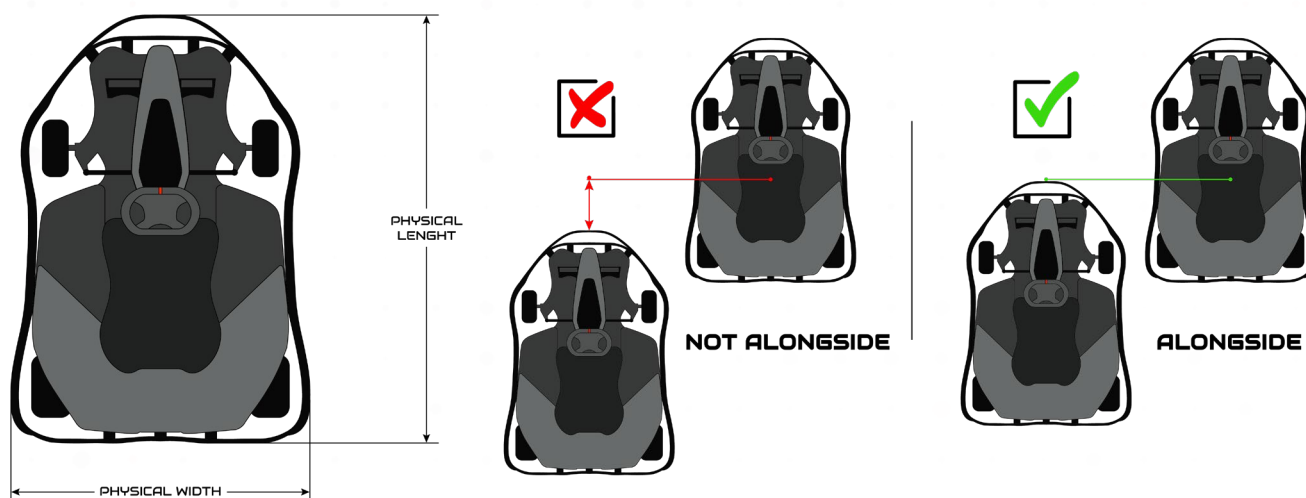
FOULS, PENALTIES AND APPEALS

1. Basic terms

- a. **The track limits** are the edges of the asphalt. If there is a curb on a part of the track, then the outer edges of that curb are the track limits.
- b. **A vehicle is within the track limits** if at least one of its wheels has not crossed the outer edges of the track. This means that the vehicle is outside the track limits only if all four wheels have crossed outside the track limits. Illustrated below.



- c. **The straight** is the section of the track between the exit zone of a turn and the entry zone of the next turn.
- č. **The turn** is the section of the track from the beginning of the entry zone to the end of the exit zone.
- ć. **The entry zone of a turn** is the section of the track immediately before the turn itself, and the exit zone of a turn is the section of the track immediately after the turn.
- d. **The kart's length** refers to the specific longitudinal position of one kart in relation to another at a given time.
- dž. **The physical length of a kart** is the distance from the furthest point at the rear of the kart to the furthest point at the front of the kart.
- đ. **The width of the kart** is a term used to denote the specific lateral position of one kart in relation to another at a given moment during the race.
- e. **The physical width of a kart** is the distance from the furthest point on the left side of the kart to the furthest point on the right side of the kart.
- f. **A kart is "alongside" another kart when**, viewed from the side, the furthest point at the front of that kart is between the middle of the physical length of the other kart, i.e., the middle of the seat, and the furthest point at the front of the other kart. An illustration is provided below.



2. Penalties

- a. Decisions on penalties are made based on the following:
 - Whether there was contact between two or more drivers
 - The consequences of the contact
 - Whether there was a change in position
 - Whether the attacking kart was alongside the leading kart
 - Whether the leading driver backed off after contact and gave room to the attacker
 - Whether the leading kart continued to close off after the incident
- b. Repetition of any offense may result in the driver being excluded from the race.



3. Offences on straights

Defensive blocking

Defensive blocking is any defensive maneuver, with or without contact, that forces the attacking driver to change their line of movement. If the attacking kart is not alongside the leading kart, then the leading driver is entitled to one defensive move. If the attacking kart is alongside the leading kart, then the leading driver is not entitled to a defensive move.

1 warning / 4 positions

Hitting while attacking

Bumping or nudging in an attack is any maneuver by the attacking driver that forces the leading driver to change their line of movement. If the attacking driver is overtaking a driver ahead of them, this maneuver must be executed without forcing the leading driver to change their line of movement. The attacking driver is allowed to take a defensive line only after their entire kart has passed the entire physical length of the overtaken driver's kart.

1 warning / 4 positions

Overtaking outside limits

Overtaking outside track limits is any attacking maneuver that involves gaining an advantage over the leading driver by driving outside the track limits as defined.

1 warning / 4 positions

Blocking

Blocking represents more than one change of line by the leading driver with the aim of obstructing the attacking driver.

1 warning / 2 positions

4. Offences in corners

Diving

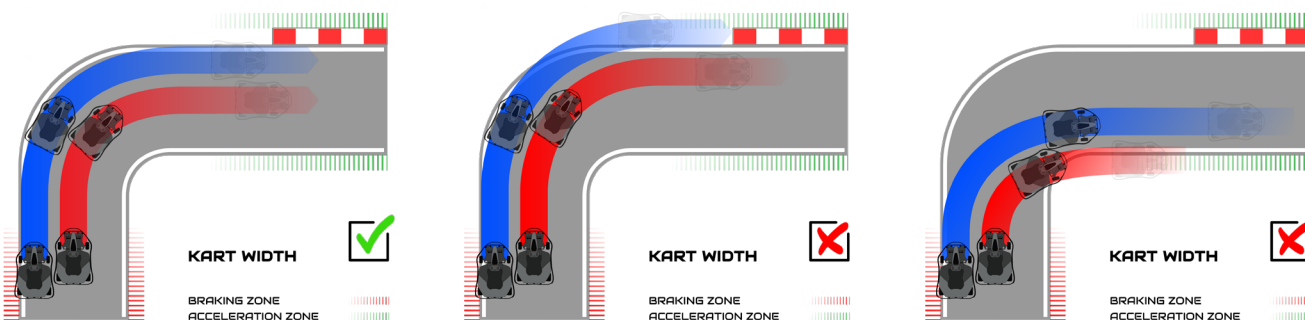
Diving is the sudden entry of an attacking driver into the path of a turning leading driver in the entry zone of a turn, causing contact or a sudden change of line by the leading driver.

1 warning / 5 positions

Suffocation

Suffocation is forcing a driver to change their line or forcing them off the track. Crowding can be caused by the leading or attacking driver, and can be either external or internal. If they are side by side, each driver must leave enough space for the other.

1 warning / 5 positions





5. General offences

Jump start	<p>Starting before the marshal's signal or the start signal is an offense. The penalty can be lighter or heavier depending on how early the driver started the race.</p> <p>4 positions / DQ for the race</p>
Risky driving	<p>Risky driving is driving that involves particularly reckless, aggressive, and violent behavior by a driver during the race, e.g., unreasonable braking (brake check).</p> <p>1 warning / 4 positions / DQ for the race</p>
Procedural offence	<p>Disregarding the participation procedures in a RD as specified in the Regulations is considered an offense. For example, being late for registration, etc.</p> <p>1 warning / 6 positions</p>
Ignoring a black flag	<p>Ignoring the black flag (with the kart number) signal for exclusion from the race is a serious offense.</p> <p>DQ for the whole Race Day</p>
Unsporting behavior	<p>Using inappropriate tone or language in communication with participants or organizers of the competition is considered unsportsmanlike behavior. Any similar behavior is considered a serious offense.</p> <p>DQ of the whole team for the whole Race Day</p>
Not attending the briefing	<p>Active participation in the Driver Briefing is crucial for safe participation in racing. Therefore, absence from this event prevents the driver from participating in the race day.</p> <p>DQ for the whole Race Day</p>
Alcohol in the blood	<p>A driver who has an illegal level of alcohol in their blood during random alcohol testing commits a serious rule violation.</p> <p>DQ for the whole Race Day</p>
Less weight than allowed	<p>A driver who weighs less than 85kg with all equipment during weight measurement commits an offense.</p> <p>DQ for the race</p>
Pushing a kart	<p>Pushing a kart on the track except in the case of positioning it in a safe place after an incident is an offense.</p> <p>DQ for the race</p>



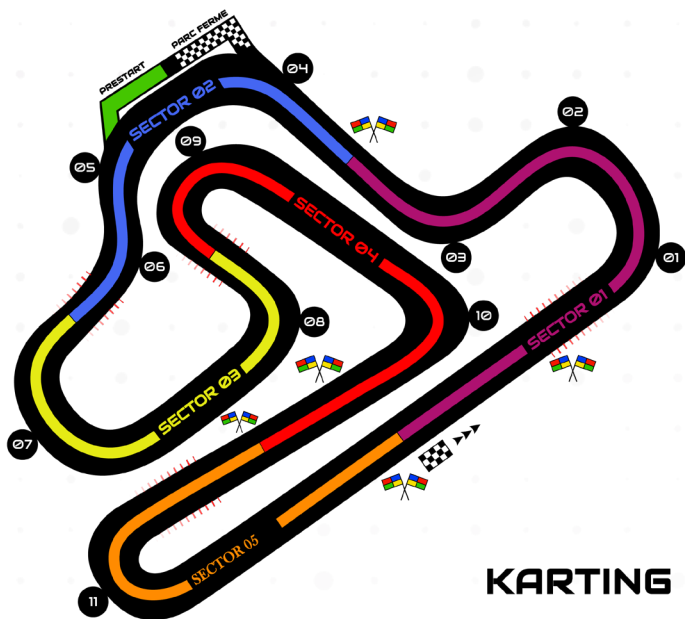
6. Appeals

- a. All race participants have the right to lodge an appeal against the judgment within 24 hours of the unofficial race results being announced. Written appeals sent after the deadline will not be considered.
- b. The appeal must be sent in writing to the email rental@sormotorsport.rs.
- c. Not written appeals against the decisions of the judges or race director during the race day will not be considered.
- č. The organizer will consider every appeal submitted in writing within the specified deadline and provide a written response before announcing the official results.

AWARDS AND PRIZES

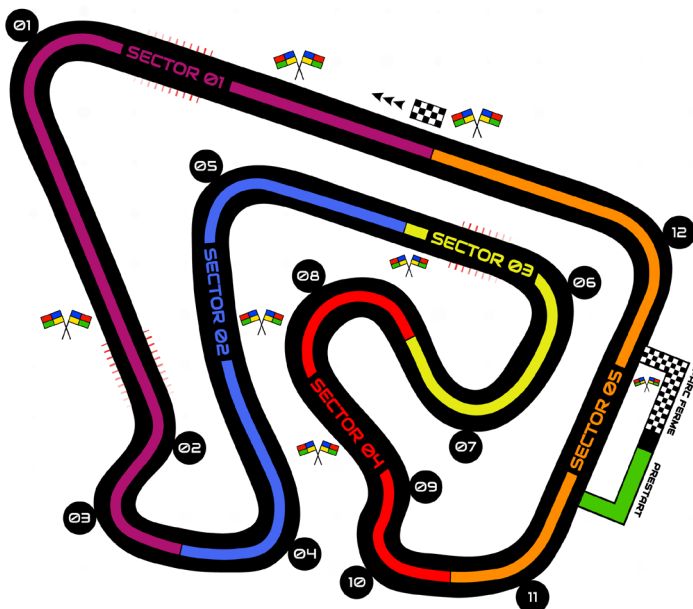
- a. At the end of each RD, the top three drivers according to the overall standings receive recognition at the trophy presentation ceremony.
- b. All drivers who participated in the RD are required to attend the trophy presentation ceremony unless they have previously reported a justified reason for leaving early to the Race Control. Absence without notice is considered a Procedural offense.

TRACKS



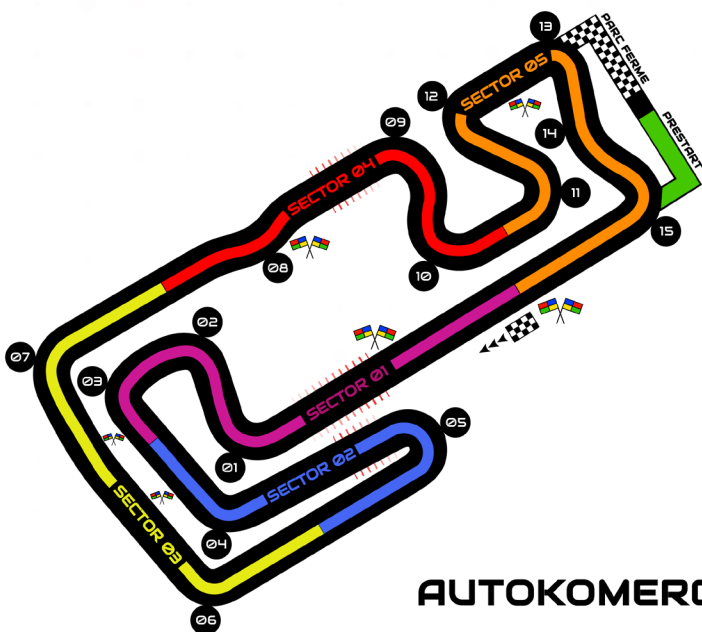
- BRAKING ZONE
- MARSHAL SPOT
- STARTING LINE
- CORNER NUMBER

KARTING CENTAR JAGODINA



- BRAKING ZONE
- MARSHAL SPOT
- STARTING LINE
- CORNER NUMBER

MOTODROM KULA



- BRAKING ZONE
- MARSHAL SPOT
- STARTING LINE
- CORNER NUMBER

AUTOKOMERC KARTING CENTAR