1ST EDITION · WORLD PREMIERE · LE MANS STYLE

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24H LIGHTS OFF

OFFICIAL RULES

24H LIGHTS OFF · SEVILLA · 1ST EDITION

VERSION 1.12

24H LIGHTS OFF · OFFICIAL RULES

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WELCOME, TEAMS!

24H LIGHTS OFF · 1ST EDITION · CIRCUITO DE SEVILLA

Welcome to the **24H Lights Off**, the first 24-hour rental karting endurance race with **tyre changes** and a **night without floodlights** on track. A Le Mans-style format that has never been raced in four-stroke karting, and you are the ones who will premiere it.

The race starts in daylight, runs through the night and sees the sun rise again. Once the sun goes down, all that is left on track are the karts' headlights, the light each driver carries, the LED kerbs marking the racing line and the full moon.

By completing your registration, we understand that **the whole team has read and accepts these rules**. In an endurance race, knowing the pit stops, stints and minimum times well is just as important as being fast, so it is worth taking some time to read them.

We care a lot about **atmosphere and sportsmanship**. That means 24 hours sharing the track with up to 50 teams, by day and by night: respect everyone, leave room and, if something bothers you, keep calm and speak to race control.

Enjoy it, look after your team and share the track with respect.

> **Single point of contact** for everything, both sporting matters (rules, format, special cases) and administrative ones (payments, practice sessions, other arrangements):
>
> **Email:** info@paketescup.es · **WhatsApp:** +34 684 213 448 (Cristian Pérez) · **Web:** www.paketescup.es
>
> This English version is a translation; in case of doubt, the Spanish version prevails.

01 THE EVENT

DATES, VENUE, PROGRAMME, CATEGORIES AND REGISTRATION

The **24H Lights Off** is a 24-hour team endurance race in four-stroke rental karts, organised by **Paketes** at **Circuito de Sevilla (Karting Sevilla)**. It is a private, non-federated event; the organisers reserve the right to refuse admission to any team or driver.

The event **counts towards the Sodi World Series (SWS)**. The SWS licence is **per team**: the team manager enters it once, on the registration form.

1.1 DATE, VENUE AND PROGRAMME

DAY	PROGRAMME
FRIDAY 22 JANUARY	**Opening day** — administrative checks and optional free practice with both fleets. **18:30** — 3 optional sprint races. **20:00 (approx.)** — official presentation and welcome for all teams, with a tyre change demonstration, appetisers and tasting.
SATURDAY 23 JANUARY	**08:00** — inspection of each team's lights and tyre-change equipment. **09:00** — mandatory briefing. **09:30** — qualifying Q1, Q2 and Q3. **11:00** — Le Mans-style start of the 24H Lights Off. **18:00** — clear visor mandatory from this time. **Between 23:00 and 23:30** — safety car, change to reverse direction and fireworks show.
SUNDAY 24 JANUARY	**03:00 to 08:00** — tyre change window. **11:00** — chequered flag and end of the race. Podium and presentation of trophies and special awards.

The details of each session are in the official event timetable, published at www.paketescup.es.

Circuit: Circuito de Sevilla (Karting Sevilla). The race runs in the **normal direction** for the first 12 hours and in the **reverse direction** for the remaining 12 hours. There is **no Joker Lap** at this event.

1.2 CATEGORIES

Each team chooses its category when registering. All categories share the track and the overall classification, and each one also has its **own podium**.

PRO

RACING EXPERIENCE

Drivers with experience in championships or endurance races.

AMATEUR

RENTAL KARTING

Regular rental karting drivers.

ROOKIE

FIRST ENDURANCE RACE

Teams taking part in their first endurance race.

The organisers may move a team to another category if they consider that the one chosen does not match the team's real level, always giving notice before the event.

1.3 PRICE AND REGISTRATION

1,877 €	377 €	1,500 €	50
PRICE PER TEAM	ENTRY DEPOSIT (ONLINE)	BALANCE IN CASH ON FRIDAY AT THE CIRCUIT	TEAMS MAXIMUM

- **Registration opens:** 18 November 2026 at 21:00, at **www.paketescup.es**, strictly in order of registration.
- Your place is confirmed once the **377 € deposit** has been paid. If a team does not pay it, its place goes to the next team on the **waiting list**.
- The **remaining 1,500 €** are paid **in cash on Friday 22**, on arrival at the circuit, at the administrative checks. No team may take part in qualifying without having paid in full.

> **The 377 € deposit is non-refundable.** A team that pays it and does not turn up at the event loses it. If the event were cancelled for reasons beyond the teams' control, the amounts paid will be refunded, with no right to claim any other expenses.

1.4 WHAT DOES THE ENTRY INCLUDE?

- **The full 24-hour race** for all team members, with qualifying Q1, Q2 and Q3.
- **Tyre change** with the organisers' equipment and tools, supervised by Karting Sevilla.
- **Fuel** throughout the race and **all the equipment** needed to race with both fleets.
- **Full Friday programme:** official welcome presentation for all teams, with a tyre change demonstration, appetisers and tasting.
- **Live broadcast of all 24 hours** on the Paketes Podcast YouTube channel, thanks to the collaboration of **MundoKart Podcast**, with night-vision cameras, commentators and interviews.
- **Trophies and medals** in every category and **nine special awards**.

Friday's free practice and sprint races are not included: they are booked and paid for separately (chapter 10).

1.5 CHECKS AND BRIEFING

- **Administrative checks (Friday 22):** the team manager presents the final list of drivers, each driver's ID document and the authorisations for minors, and pays the remaining 1,500 €. Each driver receives a wristband.
- **Light inspection (Saturday 23, 08:00):** the circuit checks and approves each driver's light and each team's tyre-change equipment (chapter 3).

- **Mandatory briefing (Saturday 23, 09:00):** attendance is mandatory for the **team manager** and highly recommended for all other drivers. The final details are confirmed at the briefing: start procedure, how the change zone and the tyre change work. A team whose manager does not attend the briefing will receive a **1-lap penalty** as soon as the race starts.

Drivers may be changed until Friday's administrative checks, by informing the organisers. After that, the list of drivers is closed.

02 TEAMS AND DRIVERS

TEAM MAKE-UP, AGE, EQUIPMENT, WEIGHT AND BALLAST

2.1 TEAM MAKE-UP

Each team consists of a **minimum of 4 and a maximum of 8 drivers**. Each team appoints a **team manager**, who will be its only point of contact with the organisers for any communication: penalties, warnings, protests and information during the race.

The team manager is responsible for the behaviour of the team's drivers and their companions.

2.2 MINIMUM AGE

The race is a **Senior** category race: drivers may take part **from the age of 15**. Any driver under 18 needs the **signed authorisation of their parent or legal guardian**, submitted with the registration, and must be accompanied by a responsible adult during the event.

2.3 EQUIPMENT

> **Mandatory:** only a **full-face helmet**, always properly fastened. If you do not have your own helmet, we will provide one at the circuit. Driving without a full-face helmet is penalised with **2 laps**, and the driver may not return to the track until wearing one (the circuit has full-face helmets available).
>
> **Clear visor mandatory from 18:00 on Saturday.** From that time until the end of the race, driving with a dark, tinted or mirrored visor is not allowed.

Recommended (optional, but highly advisable for your safety and comfort): karting or motorsport suit, gloves, karting boots or closed shoes, rib protector and neck brace.

For safety reasons, driving with scarves, loose clothing or any item that could come off or get caught is not allowed. Long hair must be tucked inside the helmet or balaclava.

January night: in the early hours the temperature can drop below 5 °C. We recommend thermal clothing under the suit, a balaclava and gloves, and warm clothing for drivers waiting for their stint.

2.4 MINIMUM WEIGHT AND BALLAST

MINIMUM DRIVER WEIGHT	MAXIMUM CIRCUIT BALLAST	DRIVER UNDER 55 KG
85 kg	30 kg	Must make up the difference to 85 kg with their own ballast

- Weight is measured with the driver **fully equipped**, including their **personal lighting** (point 3.4).
- Ballast is fitted by race control in the change zone and stays in the kart for the whole stint. When changing kart, the team moves its driver's ballast to the new kart.
- Drivers' own ballast is allowed, placed in the central area of the kart (seat), not bolted on, and always checked and approved beforehand by the organisers.
- At the end of each stint, every driver is weighed with their ballast on the scales in the change zone before leaving it.
- **Ballast may only be kept in the change zone**, of which there is only one. It is forbidden to take it out of that zone, leave it anywhere else, tamper with it or pass it to other drivers.

2.5 WRISTBAND, PITS AND INSURANCE

- Each registered driver receives an **identification wristband**. Without a wristband, access to the pit area and the track is not permitted.
- Each team has a **space in the paddock** marked with its name.
- The circuit has third-party liability insurance. We recommend that every driver has accident insurance.

2.6 IMAGE RIGHTS AND LIABILITY

- The race is broadcast live, and filmed and photographed throughout the event. By registering, drivers and companions **agree to appear in the images** and to their use in the broadcast, on social media and in the promotion of Paketes and the circuit.
- Karting is a sport that involves risk. Each driver takes part at their own risk, declares that they are physically fit, and undertakes not to drive under the influence of alcohol, drugs or medication that reduces their reflexes. The organisers accept no liability for any damage that a driver causes or suffers through failing to comply with these rules or with race control's instructions.

03 THE NIGHT AND LIGHTING

RACING WITHOUT FLOODLIGHTS, DRIVER LIGHTS AND INSPECTION

NO FLOODLIGHTS ON TRACK

At this race **there are no floodlights or artificial lighting on the circuit**. At night, all that is left on track are the **karts' headlights**, the **light each driver carries**, the **LED kerbs** with soft white light marking the racing line through the corners, and the full moon.

3.1 THE DRIVER'S LIGHT

Each team is responsible for bringing the lighting it wants to use. Each driver may wear it **on the helmet** (held with straps or elastic bands) or **on the body** (on the suit or with chest harnesses).

A personal light is **optional, but highly recommended** at night: with it, the driver sees the track much better and is easier to see for the other karts.

3.2 NEVER ON THE KART

It is **strictly forbidden** to fix, tie or stick any external lighting to the kart. The karts in both fleets have their own lighting, which **the circuit reinforces** for this event.

CLEAR VISOR FROM 18:00

From **18:00 on Saturday** it is mandatory to drive with a **clear visor**. Dark, tinted or mirrored visors are forbidden from that time until the end of the race.

3.3 PRIOR INSPECTION

All lighting must be **inspected and approved beforehand by the circuit**, at the light inspection on **Saturday 23 at 08:00**. No light may be used in the race unless it has passed that inspection. The organisers may reject any light that dazzles other drivers, is not properly secured or poses a risk.

3.4 THE LIGHT COUNTS TOWARDS WEIGHT

Personal lighting is part of the **driver's weight**: the driver is weighed wearing it, and it counts as part of their personal ballast.

> **Tip:** bring spare batteries and lights for the whole night, and test them during Friday's free practice with both fleets.

3.5 LIGHTING FAILURE DURING THE RACE

- If the **kart's headlights** fail, race control will call the kart into the pit lane with the **black flag with an orange disc**. It is treated as a breakdown not caused by the driver (point 4.5): the team continues with the next available kart and the stop counts towards its mandatory pit stops.
- If the driver's **personal light** fails, **race control decides** whether they may continue or must come into the pit lane to change the light or change driver.

04 KARTS AND FLEETS

RT10 AND RT10 V2, MAXIMUM TIME ON THE V2 AND KART CHANGE SYSTEM

4.1 TWO FLEETS

The race is run with two fleets of Circuito de Sevilla karts, both **390 cc**: **41 Sodi RT10 karts** (purple) and **24 karts of the new Sodi RT10 V2** (orange). The karts are set up identically for all teams and no modification of any kind is allowed. Only authorised staff may touch, adjust, refuel or repair a kart.

THE RT10 V2 IS FASTER

The **RT10 V2 (orange)** kart is roughly **1 to 1.5 seconds per lap faster** than the RT10 (purple). Bear this in mind in your strategy and on track: orange karts will often catch purple ones, and both must respect the overtaking and slipstreaming rules (point 6.9).

Because the karts rotate between teams, sponsor advertising may not be placed on them.

4.2 MAXIMUM TIME WITH THE RT10 V2 FLEET

MAXIMUM 8 HOURS WITH THE RT10 V2 (ORANGE)

Each team may drive a **maximum of 8 hours on track with the RT10 V2 fleet** (orange karts) over the whole race, and must never exceed that time. Only **time on track** counts, from pit out to pit in: time in the pit lane does not count.

Once a team has completed its 8 hours with the RT10 V2, it **may not take an orange kart again**: it must run the rest of the race with the RT10 fleet (purple karts). There is no time limit with the RT10.

Until it has reached 8 hours with the RT10 V2, at every pit stop the team may freely choose either fleet, purple or orange, and alternate them as it likes. Each team decides when to use its RT10 V2 hours, by day or by night, in one go or spread out. The two fleets perform differently and karts from both will share the track: choosing well when to use each one is part of the race strategy. Always respect blue flags and make overtaking easy.

4.3 KART CHANGE SYSTEM

At every pit stop it is mandatory to change kart and driver. The only exception is the tyre change stop (chapter 7).

- The change zone has **four rows of karts**: **two rows of RT10** and **two rows of RT10 V2**.
- On entering the change zone, the team **chooses which fleet it wants to continue with**, provided it has not used up its 8 hours with the RT10 V2.
- Qualifying is always run with the RT10. The kart for the start and the **first stint** depends on the number of teams (point 5.2); from the first pit stop onwards, each team chooses its fleet using this procedure.
- **Row draw:** a ball is drawn. **White = left row** and **orange = right row** of the chosen fleet. The team takes the kart **at the front** of the row drawn.
- **If the team has already driven that kart**, it moves to the kart at the front of the **other row** of the same fleet.
- **If it has also driven that one**, then it does repeat a kart: it takes the kart at the front of the row that came out in the draw.

- Each team must **always get into the kart allocated to it** under this procedure. Getting into any kart other than the allocated one is penalised with **2 laps**.
- **Availability:** if, at the time of the stop, there are no karts available in the rows of the chosen fleet, the team must take a kart from the other fleet. Waiting in the change zone for a kart of a particular fleet to arrive is not allowed.
- The team leaves the kart it arrives in at the indicated position, moves its **identification plate** and its driver's **ballast** to the new kart, and heads for the pit lane exit.
- Only **two team members** may be in the change zone: the incoming driver and the outgoing driver. The only exception is the tyre change stop, when up to **4 team members** may enter (chapter 7).

> **Transparency:** the rows of karts and the change zone **can be seen from outside** and are open to public view throughout the race.
>
> **It is the responsibility of each team and its drivers** to check which karts are available in each fleet before coming in, and to keep track of the minutes driven with the RT10 V2 so as never to exceed 8 hours: if a stint in an orange kart would take the team over that maximum, the team must drive it in a purple kart. A lack of karts in a fleet at any given moment cannot be the subject of a protest and does not justify exceeding the maximum.
>
> **Tip:** plan carefully when to use the orange karts and when to use the purple ones over the 24 hours. Good strategy avoids finding yourself without karts from the fleet you need at the worst moment, and lets you keep your times under control at all times.

4.4 FUEL: 90 MINUTES GUARANTEED

The karts are refuelled by the organisers while they wait in the rows. Removing the fuel cap is forbidden at all times.

> **GUARANTEED RANGE: 90 MINUTES ON TRACK**
>
> The organisers guarantee that every kart can run for **90 minutes on track** on its fuel. If a team decides to extend a stint beyond those 90 minutes (for example, in a Joker Stint, point 6.5), it does so **at its own risk**: the circuit accepts no responsibility if the kart runs out of fuel.

If a kart runs out of fuel on track, **the driver must wait seated in the kart** until the organisers bring another one. **Under no circumstances may the driver get out of the kart** until the replacement kart arrives. Running out of fuel is penalised with **1 lap**.

4.5 BREAKDOWNS

- If a kart stops in a dangerous area, race control may deploy the **safety car**. The driver and the identification plate are brought back to the pit lane by the organisers.
- **Breakdown not caused by the driver:** the team continues with the next available kart. It may change driver and the stop counts towards its mandatory pit stops.
- **Breakdown caused by misuse** (aggressive driving, impacts, going off track): the driver waits for the kart to be repaired and goes back out in the same kart. That stop does not count towards the mandatory pit stops.

05 QUALIFYING AND START

Q1, Q2, Q3, STARTING KART AND LE MANS-STYLE START

Qualifying takes place on **Saturday 23 from 09:30**, before the race, and decides the grid order. Each team uses the purple kart allocated to it by draw for qualifying.

QUALIFYING ALWAYS ON THE RT10 (PURPLE)

Q1, Q2 and Q3 are always driven in a **purple RT10 kart**, whatever the number of teams. The kart each team uses for the start and the first stint is decided as set out in point 5.2.

5.1 FORMAT ACCORDING TO THE NUMBER OF TEAMS

TEAMS REGISTERED	QUALIFYING FORMAT
UP TO 40 TEAMS	**Joint qualifying:** all teams take part together in Q1, Q2 and Q3.
MORE THAN 40 TEAMS	**Two groups by category:** the **Pro** group and the **Amateur + Rookie** group. Each group runs its own Q1, Q2 and Q3.

SESSION	DURATION	WHO TAKES PART	WHAT IT DECIDES
Q1	10 minutes	All teams (in the group)	The lowest grid positions. The top 20 go through to Q2 (10 per group if there are two groups).
Q2	10 minutes	The best from Q1	The middle positions. The top 10 go through to Q3 (5 per group if there are two groups).
Q3	1 lap	The best from Q2	The top grid positions, with a single timed lap.

With two groups, the Pro teams take the front grid positions according to their result, followed by the Amateur and Rookie teams according to theirs.

A DIFFERENT DRIVER IN EACH SESSION

The driver who drives Q1 may not drive Q2 or Q3. The driver who drives Q2 may not drive Q1 or Q3. And the driver who drives Q3 may not have driven Q1 or Q2. **The driver who drives Q3 must take the start.** For teams that do not reach Q3, any of the team's drivers may take the start.

There are no driver changes during qualifying. Two karts may not run nose to tail for a whole lap taking advantage of the slipstream: the faster one must overtake or the slower one must leave room.

5.2 STARTING KART BY NUMBER OF TEAMS

REGISTERED TEAMS	KART FOR THE START AND THE FIRST STINT
UP TO 40 TEAMS	**Everyone starts on a purple RT10**, the same kart used in qualifying. The choice of fleet begins at the first pit stop (with the pit lane open, from 11:15).
MORE THAN 40 TEAMS	**Kart choice in qualifying order:** each team chooses whether to start on a purple RT10 or an orange RT10 V2, following the procedure below.

MORE THAN 40 TEAMS: CHOOSING THE STARTING KART

1. After qualifying, the organisers ask the teams **one by one, in grid order**, which kart they want to start on: **orange (RT10 V2)** or **purple (RT10)**.
2. The **Q3** teams (the fastest) are asked first, then the **Q2** teams and finally the **Q1** teams.
3. Each team chooses according to its strategy while karts of the requested fleet remain. Once the orange karts run out, the rest start on purple.
4. If, at the end of the round, **orange karts are left over** that are needed to complete the grid, the organisers **assign them to the teams at the back**, starting with the last-placed team.

Starting on an orange kart counts from the very first minute towards the **maximum of 8 hours on the RT10 V2** (point 4.2). With two qualifying groups, the grid order is the one given in point 5.1.

5.3 LE MANS-STYLE START

- Each kart, the starting kart allocated to each team (point 5.2), is lined up on the **finish line** in grid order, with the engine running.
- The drivers wait behind the line marked on the other side of the track. At the start signal, they **run to their kart**.
- Drivers may only accelerate **once seated** in the kart. Pushing the kart or accelerating before being seated is forbidden.
- Leaving before the signal or accelerating without being seated is penalised with **2 laps**.

06 THE RACE

DIRECTION CHANGE, PIT LANE, PIT STOPS, STINTS, JOKER STINTS AND TANDEM

24 H	30	15–60'	2:30
FROM 11:00 SATURDAY TO 11:00 SUNDAY	MANDATORY PIT STOPS	EACH STINT (+2 FREE JOKER STINTS)	MINIMUM STOP PIT IN TO PIT OUT

Each team decides its own strategy: when to stop, which driver gets in and which fleet to continue with, always complying with the pit stops, stints and minimum times set out in this chapter.

6.1 DIRECTION CHANGE

BETWEEN 23:00 AND 23:30 · EXACT TIME NOT ANNOUNCED

The change to the reverse direction takes place **at any time between 23:00 and 23:30 on Saturday**. It could be at 23:05 or at 23:25: the exact time is not announced in advance.

1. **Warning:** the live timing will give notice when there are **2 laps** left before the pit lane closes.
2. **Pit lane closure:** the pit lane closes **5 minutes before** the safety car comes out.
3. **Safety car:** it comes out on track, takes position in front of the leader and bunches up all the karts. With the race neutralised, the direction change takes place. During the safety car period, the circuit lights will be switched on briefly.
4. **Restart:** with the direction now changed, the race restarts in **single file**, with a **fireworks show**. The kart leading the field runs at very low speed and **may not accelerate fully until it passes the designated cones on the finish line**. The green flag is shown there.
5. **Reopening:** the pit lane reopens **from the lap after the green flag**.

> **How long the pit lane will be closed is not guaranteed:** it could be 5, 20 or 30 minutes. Each team must take this into account in its strategy and in its karts' fuel. Neutralisation time counts as race time.

6.2 PIT LANE OPEN AND CLOSED

PIT LANE CLOSED	TIMES
FIRST 15 MINUTES OF THE RACE	Saturday from 11:00 to 11:15
DIRECTION CHANGE	From 5 minutes before the safety car comes out until the lap after the green flag (point 6.1)
LAST 15 MINUTES OF THE RACE	Sunday from 10:45 to 11:00
RED FLAG OR SERIOUS INCIDENT	For as long as it lasts, indicated by a sign at the pit lane entry

SAFETY CAR: THE PIT LANE STAYS OPEN

If the safety car comes out at any other time (a minor accident, a broken-down kart that needs recovering, a problem on track...), **the pit lane stays open**, so that each team can carry on with whatever strategy it wants. The safety car may come out at any time during the race. Only if the situation is serious will race control close the pit lane, indicating it with a sign at the entry.

Race control may also close the pit lane for safety reasons. The closure is indicated by a red light or sign before the entry, and the white entry line marks the limit. Entering the pit lane while it is closed is penalised with **4 laps**, except in the event of a breakdown or emergency.

6.3 MANDATORY PIT STOPS

30 MANDATORY PIT STOPS

29 stops with a change of kart and driver + **1 tyre change stop** (chapter 7). Teams may stop more often, but never less.

6.4 STINTS: MINIMUM AND MAXIMUM

EACH STINT: MINIMUM 15 MINUTES · MAXIMUM 60 MINUTES

In each stint, each driver must be on track for a **minimum of 15 minutes** and a **maximum of 60 minutes**, measured from pit out to pit in. This applies to every stint, including the first, the one after the tyre change and the last, **except for each team's 2 Joker Stints** (point 6.5).

Outside the Joker Stints, failing to meet the minimum or exceeding the maximum of a stint is penalised with **2 laps**. Bear the pit lane closures in mind (point 6.2) when planning each stint: a closed pit lane does not justify going over 60 minutes, unless a Joker Stint is used.

6.5 JOKER STINTS: 2 FREE STINTS

2 JOKER STINTS PER TEAM

Each team has **2 Joker Stints**: two stints to which **neither the 15-minute minimum nor the 60-minute maximum applies**. A Joker Stint can be shorter than 15 minutes or longer than 60.

- They can be used, for example, to **extend a stint** in a kart that is very fast, or to **get rid of** a kart that is running badly sooner.
- Each team uses them **whenever it wants, without informing the organisers**: race control detects them in the timing. The first two stints that do not meet the 15–60 rule count as the team's Joker Stints; from the third onwards, a penalty applies.
- **They cannot be used in the first 15 minutes or the last 15 minutes of the race**: during those periods the pit lane is closed to everyone (point 6.2) and nobody may enter, not even with a Joker Stint.
- In every other respect Joker Stints are normal stints: they are part of the 30 pit stops and end with a change of kart and driver (except at the tyre change stop).
- **Fuel:** the kart is guaranteed 90 minutes on track (point 4.4). Extending a Joker Stint beyond that is the team's responsibility, and running out of fuel is penalised with **1 lap**.

6.6 MINIMUM STOP TIME

At every stop with a change of kart and driver, the minimum time is **2 minutes 30 seconds (150 seconds), from pit in to pit out**. Keeping track of it is the team's responsibility: there will be a screen showing each team's stop time, but we recommend also following it on the live timing or with your own stopwatch.

The only stop with no minimum or maximum time is the tyre change stop (chapter 7). In the pit lane, drivers must always drive at reduced speed, never exceeding the safety speed.

6.7 MINIMUM TIME PER DRIVER

Each driver must complete a minimum time **on track** over the whole race, depending on the number of drivers in the team. Time in the pit lane does not count.

DRIVERS IN THE TEAM	MINIMUM TIME PER DRIVER	IN MINUTES
4 DRIVERS	**4 hours 50 minutes**	290 minutes
5 DRIVERS	**3 hours 50 minutes**	230 minutes
6 DRIVERS	**3 hours 10 minutes**	190 minutes
7 DRIVERS	**2 hours 50 minutes**	170 minutes
8 DRIVERS	**2 hours 25 minutes**	145 minutes

6.8 RESPONSIBILITY FOR PIT STOPS

Each team chooses the best moment to stop according to its strategy and the race circumstances. Any waiting in the change zone cannot be the subject of a claim against the organisers.

6.9 SLIPSTREAMING AND COOPERATION ON TRACK (TANDEM)

Cooperating or **pushing** means running glued to another kart, in its slipstream or pushing it, for **more than one full lap**.

ORANGE AND PURPLE: COOPERATION FORBIDDEN

An **orange kart (RT10 V2)** and a **purple kart (RT10) may never cooperate or push each other**. An orange kart may not push or tow a purple one for more than one lap: it must **overtake it and carry on with its race**. The same applies the other way round: a purple kart may not hang on to an orange kart's slipstream for more than one lap.

SAME FLEET: COOPERATION ALLOWED, BUT IN ALTERNATE STINTS

Two karts of the **same fleet** (purple with purple or orange with orange) **may cooperate**. However, the same two teams may only do so again after **leaving at least one full stint in between** without cooperating with each other. In the meantime, each of them may cooperate with other teams of its own fleet.

EXAMPLE: CAR NUMBERS 80, 33 AND 12 (PURPLE) AND CAR NUMBER 7 (ORANGE)

PAIR	STINT 1	STINT 2	STINT 3	STINT 4
80 + 33	COOPERATE	NOT ALLOWED	COOPERATE	NOT ALLOWED
80 + 12	ALLOWED	COOPERATE	NOT ALLOWED	COOPERATE
80 + 7	NOT ALLOWED	NOT ALLOWED	NOT ALLOWED	NOT ALLOWED

Numbers 80 and 33 cooperate in stint 1, so in stint 2 they may not do so with each other; number 80 uses that stint to cooperate with number 12, also purple. In stint 3, numbers 80 and 33 cooperate again, and it is the 80 + 12 pair that has to sit that stint out. Number 80 may not cooperate with number 7 (orange) in any stint. If in a given stint the two teams are on karts of different fleets, they may not cooperate either.

Each team counts its own stints: what is required is that **each of the two teams** completes at least one full stint without cooperating with the other before they can do so again. Race control monitors this using timing and cameras.

6.10 PIT BOARDS AND COMMUNICATION

Each team carries an **identification plate** with its race number, which moves from kart to kart with the team. Pit boards and radio or intercom communication systems with the driver are allowed.

07 TYRE CHANGE

TIME WINDOW, CHANGE ZONE AND INSPECTION

03:00–08:00	NO LIMIT	5 BAYS
CHANGE WINDOW (SUNDAY 24)	NO MINIMUM OR MAXIMUM STOP TIME	5 TEAMS AT A TIME MAXIMUM

7.1 TIME WINDOW

The tyre change **may only be carried out between 03:00 and 08:00 on Sunday 24**. Within that window, **entry is free**: each team chooses when to do it. It is one of the 30 mandatory pit stops and is **mandatory for all teams**.

You may be allocated a kart whose tyres another team has already changed. That is not a problem: the change is mandatory for each team, so you still do it, even if that kart has already been through the tyre zone.

7.2 ALWAYS ON THE RT10 FLEET (PURPLE)

The tyre change is **always carried out on an RT10 (purple) kart, never on an RT10 V2 (orange)**. The team must arrive at the tyre change stop in a purple kart, and drives the following stint in that same purple kart.

7.3 CHANGE ZONE AND WHO DOES IT

- A **designated tyre change area** is set up in the pit lane, with **5 bays** and all the necessary tools: a maximum of **5 teams can change tyres at the same time**.
- If a team comes in to change tyres and all 5 bays are taken, it must **wait for one to become free** or make a **normal pit stop** (with a change of kart and driver and its 2:30 minimum time) and come back later, always within the window.
- At the tyre change stop, **up to 4 team members** may enter the change zone.
- **Only one of them changes the tyres.** The others may provide light, hold tools or help with anything else needed, but may not change wheels.
- The circuit hands **a single toolbox** to the person in charge of the change. **No own or external tools may be used**: only those the circuit allocates to the team.
- **Circuit staff supervise** every change at all times.

NO MINIMUM OR MAXIMUM TIME

At the tyre change stop **there is no minimum time and no maximum time**, neither from pit in to pit out nor in the change zone. The team takes as long as it needs. However, drivers must always drive at reduced speed in the pit lane, never exceeding the safety speed.

7.4 INSPECTION AND EXIT

No kart may return to the track until **circuit staff give the OK** that the change has been done correctly. Leaving without that OK is penalised with **3 laps**, and the kart must return to the zone to be inspected.

7.5 DRIVER AND KART

- At this stop a **driver change is optional**: the same driver may continue or another team member may get in. If the same driver continues, they may link their previous stint (up to 60 minutes) with the one after the change (up to another 60 minutes).
- The team **leaves in the same kart** whose tyres it has changed, and drives the following stint in it, lasting **at least 15 minutes and at most 60**.
- At the next pit stop, the mandatory change of kart and driver applies again.

7.6 FASTEST PIT STOP

The **fastest pit stop** special award is decided on the time of this stop, measured from pit in to pit out. Any waiting because the bays are taken counts towards that time.

08 FLAGS, SAFETY CAR AND PENALTIES

NEUTRALISATIONS, PENALTIES AND PROTESTS

8.1 FLAGS

FLAG	MEANING
YELLOW	Danger on track: no overtaking in that section.
BLUE	You are about to be lapped: let the faster kart through.
WHITE	Slow or service vehicle on track.
RED	Race neutralised or stopped.
BLACK	The driver must come into the pit lane and report to race control.
BLACK · ORANGE	Technical problem with the kart (for example, headlights off): the driver must come into the pit lane on that lap.
CHEQUERED	End of the race or session.

YELLOW, SAFETY CAR OR RED: NOBODY OVERTAKES

Whenever there is a **yellow flag, a safety car on track or a red flag**, **nobody may overtake any driver** and everyone must **slow down**. Overtaking in those situations is penalised with **1 lap**, applied immediately.

8.2 SAFETY CAR

The **safety car** may come out at any time to bunch up the karts and control the pace. With the safety car on track, overtaking the safety car or other karts is forbidden, and drivers must slow down. **The pit lane stays open**, except during the direction change (point 6.1) or if race control closes it because of a serious incident, indicating it with a sign at the pit lane entry.

8.3 RED FLAG

Under a red flag, the karts stop on the main straight. Nobody may touch the kart, and only the driver doing the stint may be on track. The race resumes with a lap in single file, in the order of the last pass across the line before the red flag, and restarts with the green flag. Neutralisation time counts as race time.

8.4 RAIN AND VISIBILITY

The race goes ahead in any weather. In rain, fog or poor visibility, race control may deploy the safety car or neutralise the race for as long as necessary. Neutralisation time counts as race time.

8.5 PENALTIES

Penalties are decided by the stewards and the race director, and are shown on the penalty screen and in the live timing comments.

- **Lap penalties:** deducted from the team's total number of laps.
- **Time penalties in seconds** (on-track incidents and short stops): served **at the team's next pit stop**, as extra waiting time in the change zone added to that stop's minimum time. If committed during the last stint, they become 1 lap.
- Infringements during qualifying are penalised by cancelling the 3 best laps of that session, or the timed lap in Q3.

INFRINGEMENT	PENALTY
PIT STOPS AND PIT LANE	
Stint shorter than 15 or longer than 60 minutes, once the 2 Joker Stints have been used	**2 laps**
Stop shorter than 2:30 (except the tyre change stop)	**Time gained + 30 s at the next stop**
Not changing driver at a stop (except the tyre change stop)	**2 laps**
Getting into a kart other than the one allocated by the draw (point 4.3)	**2 laps**
Entering the pit lane while closed (except for a breakdown or emergency)	**4 laps**
Exceeding the safety speed in the pit lane	**1 lap**
More than two team members in the change zone (more than four at the tyre change stop)	**1 lap**
Running out of fuel on track (the driver may not get out of the kart)	**1 lap**
TYRES	
Changing tyres outside the window, on an orange kart, or leaving without the staff's OK	**3 laps**
More than one team member changing wheels, or using own or external tools	**3 laps**
SAFETY AND EQUIPMENT	
Driving without a full-face helmet	**2 laps, and no return to the track until wearing one**
Driving with a dark, tinted or mirrored visor from 18:00	**1 lap**
Light fixed to or tampered with on the kart, or light not inspected	**2 laps, and no return to the track until it is removed from the kart and worn on the helmet, chest or arms**
Not reaching the minimum weight	**1 lap**
Taking ballast out of the change zone, leaving it elsewhere, tampering with it or passing it to other drivers	**2 laps**
ON TRACK	
Overtaking under a yellow flag, safety car or red flag	**1 lap, immediate**
Overtaking by leaning on another kart or pushing it	**+10 or +20 s, depending on the case**
An orange and a purple kart cooperating or pushing each other for more than one lap	**2 laps for each team**
The same two teams cooperating again without leaving a full stint in between	**2 laps for each team**

INFRINGEMENT	PENALTY
Causing an incident deliberately or in bad faith	**From +30 s up to 1 lap, depending on severity**
Leaving before the signal at the Le Mans start or accelerating without being seated	**2 laps**
OTHER	
Team manager not attending the briefing	**1 lap, as soon as the race starts**

AT THE END OF THE RACE

BREACH	PENALTY
Each mandatory pit stop missing	**6 laps**
Not doing the tyre change	**20 laps**
Minimum time per driver not met	**1 lap for every 5 minutes or part thereof missing**
Exceeding 8 hours with the RT10 V2 fleet	**1 lap for every 5 minutes or part thereof over**

Any other action not covered here will be assessed by the stewards and the race director according to its severity. Repeated unsporting behaviour may lead to the **exclusion of the team**, with no right to protest or refund.

8.6 PROTESTS

Only the **team manager** may lodge a protest, in writing to race control, with a **50 € deposit** in cash and supporting evidence (video, photo, etc.). If the protest is upheld, the penalty is applied and the deposit is returned; if not, the deposit is not returned.

09 CATEGORIES AND AWARDS

PODIUMS, TROPHIES AND SPECIAL AWARDS

The race is won by the team that has completed the **most laps** in the 24 hours, once all penalties have been applied. On equal laps, the team that crosses the finish line first after the chequered flag is ahead. To be classified, the kart must cross the finish line after the chequered flag.

Each category has its **podium** for the top three teams: a **trophy per team** and a **medal for each driver**.

9.1 SPECIAL AWARDS

AWARD	CRITERION
BEST PRO TEAM	Winner of the Pro category.
BEST AMATEUR TEAM	Winner of the Amateur category.
BEST ROOKIE TEAM	Winner of the Rookie category.
BEST NATIONAL TEAM	Best Spanish team in the overall classification.
BEST INTERNATIONAL TEAM	Best foreign team in the overall classification.
FASTEST PIT STOP	Fastest tyre change stop, from pit in to pit out.
LARGEST TEAM	Team with the most registered drivers.
MOST EXPERIENCED TEAM	Team with the highest average age.
YOUNGEST TEAM	Team with the lowest average age.

A team's nationality is the one stated on its registration. In the event of a tie for a special award, the team with the better overall position wins. A team may win more than one award.

10 FRIDAY: PRACTICE AND SPRINTS

FREE PRACTICE AND OPTIONAL SPRINT RACES

10.1 FREE PRACTICE

- Free practice on Friday 22 is **optional** and can be done with **both fleets**.
- Price: **120 € per kart per hour**.
- Sessions are booked through the **practice booking form** on the website, and paid for at the circuit **at least 1 hour before** the first session booked.

> **Booked sessions cannot be changed or cancelled.** Check your booking carefully before submitting it.

10.2 SPRINT RACES

On Friday, **from 18:30**, there are **3 optional sprint races**, booked through the same practice form and paid for at the circuit in the same way, at least 1 hour before the first session booked.

FLEET	FORMAT	PRICE
Sodi RT10 V2	One-lap qualifying + 12-minute race	**28 € per race**

SPRINT 1	SPRINT 2	SPRINT 3
Normal direction	Reverse direction	Direction by draw

11 CODE OF CONDUCT AND CONTACT

BEHAVIOUR, CONTACT DETAILS AND GENERAL PROVISIONS

11.1 DISCIPLINE AND BEHAVIOUR

Drivers, companions and spectators must behave in a civil manner on and off the track. By registering, all drivers declare that they know these rules and accept the race director's decisions.

- Only the team's drivers and accredited persons may be in the pit area. Companions and pets must stay in the public and paddock areas.
- Smoking is only allowed in designated areas. **The consumption of alcohol and drugs is forbidden** throughout the venue. The organisers may breathalyse any driver; refusing means exclusion.
- Disrespect, racist or exclusionary behaviour and any kind of violence, verbal or physical, will be punished with **immediate expulsion** from the event. **Respect others, be respected and enjoy the night.**

11.2 CONTACT DETAILS

- **Email:** info@paketescup.es
- **WhatsApp (sporting and administrative):** +34 684 213 448 (Cristian Pérez)
- **Website and registration:** www.paketescup.es
- **Broadcast:** Paketes Podcast YouTube channel, with MundoKart Podcast

11.3 GENERAL PROVISIONS

The organisers may amend these rules at any time. Any change will be communicated to the team managers and published at www.paketescup.es with its version number.

24H Lights Off official rules · Version 1.12 · Circuito de Sevilla · 22, 23 and 24 January 2027.