

# IPSAL CUP 2007

## 4 nd 5 stars Hotel race



### **IPSAL CUP GENERAL AGREEMENT**

#### **ARTICLE 1 , WHO IS IPSAL. AND WHAT IS THE IPSAL CUP ?**

We are a company based in Prague specialised in finishing floor, walls, and curtains. We deal with four and five stars hotels as well as with big projects. Your company might already be familiar with our services if not we will be happy to make you a full presentation.

The IPSAL CUP is a traditional serious free marketing event for managers coming from the same horizon in that case “ 4 and 5 stars hotels managers “. This action allow us to promote our name among our potential customers as ‘ High performance suppliers ‘. The event is composed of primarily a party dinner and also the utilization of the kart resources available in order to organize a non-professional casual entertaining race.

#### **ARTICLE 2. RACE PRINCIPALS**

Each hotel has to register 5 drivers, one captain and one race coordinator. The captain will be in charge of the drivers and can also be a driver. The race coordinator is the person which will be corresponding with us and will coordinate the race for the hotel. Since the number of hotels exceeds the number of available karts we divided them in two groups. Each group will compete and the best of each group will participate to the final race. The race is designed in a way that each driver drives at least once. The drivers allocations is managed by the teams’ captain. An additional race is organised for example in between the GM’s. A pre-training is normally scheduled before the race.

#### **ARTICLE 3 WHY PRE-TRAINING FOR THE IPSAL CUP ?**

Thanks to the success of this event we passed from 8 to 24 participants in six years without any incident or significant organisational bugs. IPSAL CUP has to remain pleasant and safe. With 24 teams ( 120 drivers !) participating this year we prefer to organise training sessions. In that way on the day of the race the drivers will focus on their race and will get going very quickly and safely. For that purpose our trainer would answer all questions during the training ie : Organisation, Safety, Technical, Racing techniques. The circuit being reserved for the training the teams will be able to prepare themselves in real conditions in particular on the procedure of rapid exchange of drivers.

# IPSAL CUP 2007

## 4 nd 5 stars Hotel race

### ARTICLE 4- KART INFORMATION.

Kart racers will be driving at a speed reaching 80 Km/h. Which is a real risk despite all measures taken. Each driver should keep this in mind at all time and make sure that he or she is properly ensured. The following measures would eliminate part of the useless risk :

A ) **Dress.** You must be properly dressed to protect yourself against the risk of fire of chocks and cold. Without being overdressed for reason of comfort and weight we strongly advise you to wear the following. Thin gloves, do not use Ski gloves. Long pants to protects your legs (jeans). Light Sports shoes (no trekking or mountain shoes). Long sleeves. Helmet, make sure you get the right size we advise you to buy yours if you are a regular driver. If you are using the existing one make sure to put the cotton protection under for comfort and Hygiene reasons. Remember that you will get on the evening an IPSAL CUP tee shirt XXL that you will have to wear above you cloths. Each team will have his own compulsory identification tee-shirt colour with the hotel name visible. So do not bring your own . (Penalty category three)

B) **On the track.** A thin red and white banner indicates the border in between active racers and other people (called safe border line) . Active racers are the captains of the team and the incoming or outgoing drivers. No body else is allowed after this line limit ie public, curious drivers, friend..

All persons allowed after the thin line must be extremely careful since the passage to the pit is also part of the race acceleration track. (Penalty category three)

C) **Hits** .In no circumstances drivers should hit each other. This is very dangerous and could seriously harm driver's necks. A part than hitting each other is no sports it will slow down the hitters kart this act will be severely sanctioned by the track jury (Penalty category two ).

D) **Locking drivers.** A slow driver can not lock a fast driver and should let him pass at his earliest possibility by keeping driving on the outside on the track in order to let him pass on the inside.

E) **Track commission.** A track commissar will be present during the race on the track. His responsibility will be to make sure that the racing rules will be respected. He shall communicate with the drivers with flags. **BLUE FLAG** pointed to a driver means that a faster kart is behind the driver should let him pass by pulling to the outside. If the slow driver does not pull out on the second flag request his team will receive a penalty of category three. If he still does not respond he shall receive a penalty of category two with a **RED FLAG** asking him to stop at the next pit. In case of a Flashing light before the race ends, all drivers should slow down it means that something happened on the track drivers should keep their position and not overtake till the flashing lights stops. Voluntary overtaking in case of slow down is a fault of category three. The Computer time of both drivers will be taken into consideration when the commission will decide if one really slowed down the other or no.

## 4 nd 5 stars Hotel race

# IPSAL CUP 2007

## 4 nd 5 stars Hotel race

F) **Changing the drivers.** The captain go get his next driver in line from the safe border line. When the captain wave to his active drivers on the left side of the pit the active drivers respond to him to confirm that this is his last lap. The captain waits with the next driver who is already equipped in the pit. On the last straight line just before pulling out the active racers raise his hand for safety reasons. This will indicate to the driver behind and to his captain that he is pulling out. (Penalty category three). No body should be standing on the right side of the pit before the kart is halted (Penalty category three). The incoming drivers slow down once in the pit (Penalty category three). The outgoing drivers goes out of the kart on the left side the incoming driver goes inside from the right side . Attention should be paid on the kart coming from the back . No overtaking is possible in the pits (Penalty category two). The outgoing driver leaves his helmet and is immediately accompanied to the safety border line with his captain. The teams drivers should stay ready on call of the captain.

G) **Emergency exit.** Should an active driver wants to stop his race for any reason such as pain illness, dizziness, strength.. he should raise his hand during the race so that his captain can get ready the next driver. That is why the captain has to always watch his drivers. The premature exit should be immediately announced to the commissar and could be subject to penalty (Penalty category three) depending on the case.

H) **Alcohol.** Alcohol is not compatible with driving. If a an accident occurs the responsibility of the driver who consumed alcohol is engaged. Penalty level one.

I) **Immobilisation.** In case that the Kart gets stuck or has a technical problem the driver should raise his hand and wait for help. Each race has only one kart as a replacement kart if this one is not available the team has to wait for the reparation. Depending on the origin of the problem the time of reparation will be removed from the total time.

j) **Time Counting.** A computer monitors the race timing. Two other commissars count physically the laps. In case of claim or suspicion of problem the manual count prevails.

K) **Starting position.** The captain of each team pick up randomly a Kart number. This will determine his starting position on the pit. This is done before each race.

h) **Claim and decision.** IPSAL organizing committee has the authority to apply or not sanctions and penalties. Teams' captains only are entitled to address a claim to the organizing body. Drivers can not address any claim directly.

i) **Driving Time.** The minimum driving time per driver as well as the race length will be announced few days before the race.

k) **Party dinner.** Food and soft drinks will be served for free during the evening for all our invited guests. Other drinks can be bought directly at the bar.

## 4 nd 5 stars Hotel race

# IPSAL CUP 2007

## 4 nd 5 stars Hotel race

### ARTICLE 5 REGISTRATION PROCEDURES

A) As soon as the team arrives they sign in with the help of their captains. The name of the racers who signed in shall be matched against the list received by IPSAL. Captains should announce any change before hand (Penalty category three to one depending on the gravity).

B) The race is open to managers of hotels invited only. A justification can be asked for every driver and the penalty one to three level could be given depending on the case. That is why we advise you to bring your business cards with you. The elimination after the race results can also be possible if there were clear evidence that the hotel used outside drivers.

C) Each Team will have a table identified by his hotel name. After a small briefing the team will put on the Race shirts and will take a photo of the team together.

D) The Selection of the Kart numbers and the group (A or B) will be made randomly and will be displayed on the board.

E) No training on the day of the race will be allowed.

### ARTICLE 6 PENALTIES AND SANCTIONS

If the team aligns (or is forced to) less than five drivers he shall receive a penalty of category two but he can still race (but can't win any prize!).

If the team change the composition of his team in between the qualification and the final he shall receive a penalty of category one (Elimination)

If the team aligns no ladies he receives penalty of category two.

If the team does not take a team photos he receive a penalty of category three.

If the team arrives later than 18:00 he receives a penalty category three.

If the team never trained and showed to be dangerous he shall receive a penalty of category one (elimination).

At the end of every race the penalties are applied to the team (if any) and can change the final position.

If the teams' captain did not sign this document and did not explain clearly the risk and the rules to his drivers, he receives a penalty of category one (elimination).

## 4 nd 5 stars Hotel race

# IPSAL CUP 2007

## 4 nd 5 stars Hotel race

### ARTICLE 7 DRIVER TIME CONTROL

When the drivers crosses the safe borders he signs in and when he goes out he signs out with the pit commissar. This will allow us to trace any abuse of the drivers (Penalty two).

**Each driver must drive 10 ‘ minimum on the circuit in one go (penalty 3) per race .**

For example : Driver 1,2,3,4, each 10 minutes and drivers 5 his 10 minuts plus what is left to complete the hour race. Up to the captain to manage his team !

### ARTICLE 8 , JUDGING BODY AND PENALTY COMMITEE

Race judge and organiser 2 (penalty committee) .

Safe border commissar 1

Track commissar 2.

Pitt commissar 1.

Technical commissar.

Penalty level one . First time 120 s second time. Elimination of the team.

Penalty level two. 60’ seconds back and team can not win any prize.

Penalty level three. 30 ‘ seconds delay. Could be Cumulative up to 4 in one race.

The judges are allowed to apply or not penalty without any further appeal.

### ARTICLE 9, DISCLAIMER

- A) Each participant agrees to behave as gentleman driver.
- B) Each participant should accept the decision of the juries without discussion.
- C) Each participant shall respect other drivers and the material put at his disposition.
- D) Each drivers and team drive under his own responsibility knowing what was stated in this document and in the trainings.
- E) IPSAL organises a company presentation and as an attraction a kart race for free. It can not be responsible of accident and of any direct or indirect consequences of the training or the race such as injuries or any health problems related to this event..
- F) IPSAL organises the presentation with the all good will. IPSAL does not get any compensation for that. And all participants are free to decide to participate or not.
- G) IPSAL will check the material and the track for safety purpose at 14:00 the day of the race

# IPSAL CUP 2007

## 4 nd 5 stars Hotel race

- H) IPSAL invited for training every team in order to explain the risk and make a formal safety training before the race. This training is for free and drivers may decide not to race.
- I) IPSAL rents the set up of the Kart centrum of Radotin for the purpose of the race and can not increase the safety rate of the circuit and the equipment available
- J) During the training and the race the teams are considered to know the risk they are taking in participating and the choice of participation is entirely theirs.
- K) At any point drivers can stop their race if they feel unsafe or does not agree with the safety measure.
- L) If non trained teams or elements participate it is at their entire risk.
- M) The management of the hotel is aware of this race and training, understand its construction its risk and rules and agrees with the above.

The captain of the team who represent his team should explain the rules to each team member and make sure that they are understood.

By signing this agreement of six pages the captain of the team agrees with its content which apply for himself and for all the members of the team.

Team captain's name , date and signature with the Hotel stamps

## 4 nd 5 stars Hotel race