ALPEN CUP ENDURANCE REGULATIONS

2027 SEASON / SPEEDARENA RECHNITZ

Team endurance racing. Event information, entry conditions and sporting regulations for Pro and Amateur teams.



POWERED BY

01 GENERAL

Rental kart event / Sodi Sport Rental Kart SR4 with ballast weight equalisation / modified 270 cc Honda engine

https://www.sodikart.com/de-de/karts/rental/sr4-29.html

The event is open to national and EU participants.

Minimum number of participants: 15 teams. Maximum number of participants: 25 teams.

Minimum height: 1.58 m

Minimum age: 15 years (born in 2012 or earlier)

02 DATES

Rd	Date	Format
1	Sat, 20.03.2027	27 min warm-up + 3 min Q + 4 h team race
2	Sat, 24.04.2027	27 min warm-up + 3 min Q + 4 h team race
3	Sat, 29.05.2027	27 min warm-up + 3 min Q + 7 h team race
4	Sat, 18.09.2027	27 min warm-up + 3 min Q + 4 h team race
5	Sat, 23.10.2027	27 min warm-up + 3 min Q + 7 h finale

Q = qualifying.

The dates listed above may be replaced by other dates. The organiser reserves the right to cancel events without any claims for compensation.

In the event of cancellation, any amount already paid will be refunded.

Races take place in all weather conditions, including rain.

Exceptions apply in cases of severe storms or lockdowns.

03 ORGANISER

Organiser: Alpen-Racing

Event organiser: Christian Neidhart

Venue: Speedarena, Gewerbepark 29, 7471 Rechnitz

Phone: +43 650 / 47 50 760

Email: kartcup@alpen-racing.com

04 TRACK

The event is held exclusively at Speedarena Rechnitz. The circuit complies with the AMF and CIK-FIA requirements for four-stroke kart racing and holds valid track approval.

05 PARTICIPATION AND REGISTRATION

1 Send your entry by email

Email kartcup@alpen-racing.com with the driver's details for Sprint, or the team and driver details for Endurance and Blitz Endu. Alpen-Racing will reply with further registration and payment instructions.

2 Pay and receive confirmation from Alpen-Racing

Your place is secured only once your payment has been received and Alpen-Racing has confirmed your entry. Sending an enquiry alone does not secure a place.

3 Complete the Sodi World Series pre registration

As the final step, pre-register for the relevant event directly on the Sodi World Series website. Alpen-Racing will send the event details and instructions by email.

Each team must consist of at least two drivers.

The maximum number of drivers in a team should not exceed the race duration in hours.

06 ENTRY FEES

Team race	Regular fee	Early payment (approx. 5% discount)
4 hours per team	€480.00	€450.00
7 hours per team	€795.00	€740.00

Early payment discount

The early payment price (approx. 5% discount) applies only if the full discounted entry fee shown in the table is paid by bank transfer and credited to the organiser's account no later than 14 days before the respective race. A deposit or partial payment does not qualify. Otherwise, the regular entry fee applies.

Payment and cancellation conditions are set out in the separate Alpen Cup Season Agreement 2027. Submit it with your first registration of the season; it applies to Sprint, Endurance and Blitz Endu throughout 2027.

Included in the entry fee

Track rental; timekeeping; race control; driver briefing; track staff; kart changes and pit stops; new, softer tyres; photographer; trophies and award ceremony.

07 CLASSES

Several classification categories are available again this year. Each team may freely choose its category. The basic race procedure remains the same, with minor differences in stint lengths and pit stops.

Pro class

For highly experienced drivers with good endurance. In this class, driving for at least one hour at a time is recommended. Further details are set out below.

Amateur class

For recreational and occasional drivers or teams with less race experience. This class includes several shorter stints and is ideal for drivers who prefer, or are only able, to drive for around 30 minutes at a time.

08 RACE PROCEDURE

Weight limits

Endurance and Blitz Endu use the same two weight classes:

Light: 245 kg minimum total weight, corresponding to an approximate driver weight of 80 kg.

Heavy: 260 kg minimum total weight, corresponding to an approximate driver weight of 95 kg.

Compliance is assessed by weighing the kart together with the driver, equipment and ballast. The approximate driver weights are reference values only. Fuel consumption reduces the kart's weight during a stint and must be allowed for when selecting ballast. A tolerance of 1 kg applies at the official weigh-in.

Kart changes and weight classes

In the regular 4-hour and 7-hour Endurance races, teams alternate between Light and Heavy at every hourly driver and kart change. The starting class is announced at the briefing. The additional Amateur driver-change stops do not change the weight class.

Additional ballast

Minimum driver weights: a maximum of 30 kg of ballast may be added. To reach the required total weight (including equipment and a small reserve for fuel consumption), a driver must weigh approximately:

Light class: 54 kg or more.

Heavy class: 68 kg or more.

Ballast may only be added in the designated weight box. Because the weight class changes at every hourly kart change, every team needs at least one driver who can reach the Heavy total weight. Drivers and teams are responsible for meeting the required total weight. There is no exemption for lighter drivers: if the measured total weight is too low – even with full ballast – the penalties in the penalty catalogue apply.

Important safety notice

Personal weights such as lead plates, weight vests or similar aids are strictly prohibited. Only the designated standard weights in the kart's weight box may be used.

Warm-up and qualifying

Before each race, a 30-minute session takes place, split into a 27-minute warm-up and a 3-minute qualifying. The qualifying determines the starting grid based on each team's fastest lap.

The qualifying weight class is the same as the team's starting weight class for the race. This will be announced at the briefing.

Teams may change drivers as often as they wish during the warm-up and qualifying. Every driver change must pass through the weighing procedure, and the team must comply with the required minimum weight at all times.

Starting grid and rules

The starting driver must be confirmed by the end of qualifying at the latest. Once a team enters the starting grid, no further driver or ballast changes are permitted. Violations will be subject to penalties.

If two or more teams set exactly the same lap time, the team that set the time first is ranked ahead.

Teams that do not take part in qualifying start from the back of the grid. If several teams do not take part, their relative starting positions are decided by a draw.

Optional kart change during qualifying

One voluntary kart change is permitted during the warm-up and qualifying. This automatically means the team must start the race from the last grid position.

Kart change phase

A kart and driver change, including a change of weight class, takes place after every hour of racing. The first changes begin approximately 10–15 minutes before the end of the respective stint. Exact times will be stated in the timetable and at the briefing.

The fixed stationary time of 20 seconds is shown on a timer started by race control using a buzzer. The next kart and driver will already be ready in the pits. The team may leave once the timer reaches zero.

Order of kart changes

The order of kart changes is determined by the previous year’s championship standings or, for teams without a result from the previous year, by the order of registration. Pro and Amateur teams alternate: two karts are always ready in the pits – one for a Pro team and one for an Amateur team – so Pro teams take over karts from Pro teams and Amateur teams take over karts from Amateur teams.

This order applies throughout the race, even when kart numbers change. The exact order will be displayed clearly and explained at the briefing.

Teams are called in for their change via a display board. As a team's kart number may change at every stop, teams must watch the display carefully.

Driver change phase

Applies to the Amateur classification only.

The driver change phase is indicated by a driver change board on the start/finish straight. It takes place in the middle of every race hour, halfway between two regular kart change phases. Each driver

change window lasts exactly five minutes. The detailed procedure will be explained at the briefing and displayed on site.

Procedure and rules

During the driver change phase, each Amateur team must make an additional pit stop. The following rules apply:

The kart must pass through the weighing procedure.

The same weight requirements apply as at the start of the race or after the kart change phase. The applicable weight class will be displayed.

A driver change is permitted but is not compulsory. If the driver stays in the kart, they must still:

get out of the kart in the pits;

touch the pit lane asphalt with both feet;

get back in and continue.

Driver change area

The driver change phase takes place in a separate part of the pit lane, clearly marked with cones.

Obligations and penalties for Amateur teams

Amateur teams must complete their required pit stops within the five-minute window. Failure to do so results in:

a penalty of at least two laps;

possible disqualification for repeated violations.

Note for Pro teams

Pro teams do not need to take part in the driver change phase. If they voluntarily make a pit stop, they must follow the same procedure.

There is no timing loop in the pit lane, so a pit stop during the driver change phase automatically costs one lap. A Pro team may therefore change drivers during this phase, but it will lose one lap – this is permitted, but usually not strategically useful. The lap will not be reinstated, even if the stop was made by mistake.

Pit lane

On entering the pit lane, the kart must come to a complete stop at the stop line. During the kart change phase, race control presses the buzzer as soon as the kart has stopped; this starts the 20-second timer.

No buzzer is used during the Amateur driver change phase.

All four wheels and the front bumper must remain before the stop line. Failure to comply results in a 10-second time penalty added at the end of the race.

The team may leave when the timer reaches zero and the display turns green. From that moment, walking speed must be strictly observed throughout the pit lane. Clearly exceeding walking speed may result in a stop-and-go penalty.

The pit lane must be kept clear at all times. Failure to comply, especially after an instruction from race control, may also result in penalties.

Starting procedures

Standing start
Karts line up either in single file or in two rows within the marked grid boxes. The race starts with a waved start flag or a traffic light signal.

Rolling start
Karts line up in single file shortly before the final corner. The race starts when the start flag is waved at the start/finish line.

Le Mans start
Karts are positioned on the back straight opposite the start/finish line. At the flag signal, drivers run back to their karts, get in and set off as quickly as possible.

Pre-start procedure

The pre-start area is in the infield of the back straight and is marked with a blue Formation Zone banner.

After qualifying, all teams must go there so that track staff can place them in the correct starting order.

The pit exit closes as soon as the grid procedure begins. It reopens only after the whole field has passed it on the formation lap. Teams still in the pits may join the back of the field but may not retake the grid position achieved in qualifying.

Discipline and conduct

The flag signals of marshals and race control must be followed. Failure to comply results in penalties; repeated violations may lead to exclusion from the race.

Driving outside the circuit or on access roads that have not been officially opened is strictly prohibited.

Flag signals

Team managers must inform all drivers about the meaning and use of flag signals. A complete overview is included in the appendix to these regulations.

09 GENERAL REGULATIONS

Anything not expressly permitted is prohibited. Race control will penalise breaches of the general regulations; serious cases may lead to the team's exclusion.

10 PENALTY CATALOGUE

Unsporting conduct, such as forcing another kart off track or ramming: warning, 5–10-second time penalty or disqualification, depending on the severity of the offence.

Failure to stop at the stop line: 10-second time penalty.

Throwing out or losing ballast from the kart: disqualification.

Deliberate damage to a kart or similar serious misconduct: disqualification.

Underweight

For every kilogram or part of a kilogram below the minimum weight: 5-second time penalty per kg.

More than 10 kg underweight: two-lap deduction.

Failure to attend weighing: two-lap deduction.

11 KART ALLOCATION

The qualifying kart and starting kart are drawn at the briefing. The order of the hourly kart changes is set out under “Order of kart changes”. The complete allocation will be displayed clearly.

12 DRIVER EQUIPMENT

Every driver must wear a full-face helmet and closed shoes. Helmets and racing suits can be rented at the track. Gloves, racing suits and rib protectors are recommended.

13 BALLAST AND ADDITIONAL WEIGHTS

Ballast may only be carried in the kart's designated weight box. Carrying additional weight on the body, in the seat or in any other location is strictly prohibited.

Removing ballast while driving is also prohibited. Any violation results in immediate disqualification of the whole team.

Hoarding or withholding weights will also be penalised. Weights may only be taken when the team's kart change is imminent, approximately three to five karts before its turn. When a driver gets out, weights must be returned to their original location.

14 TROPHIES

Trophies are awarded for places 1 to 3 in both the Pro and Amateur classifications, at each race and in the overall championship standings.

Awards consist of trophies only.

15 OVERALL STANDINGS

The overall standings combine the results of all races held. Each team scores points within its classification category. All races count equally: a 7-hour race scores the same points as a 4-hour race.

Points per race

Position	P1	P2	P3	P4	P5	P6	P7	P8	P9	P10
Points	25	18	15	12	10	8	6	4	2	1

In addition, within each classification (Pro and Amateur) at every race:

the team with the fastest race lap receives 1 point;

the team on pole position receives 1 point.

All results and standings will be published at alpen-racing.com/cupwertung and on Instagram.

16 FLAGS

Signal	Flag	Meaning
	Red–white–red	Start signal. Not used for a traffic light start.
	Red	Race stopped or track closed. Reduce speed immediately and proceed to the place indicated by race control. Do not overtake; be prepared to stop at once.
	Black and white diagonal	Shown with a race number: warning for unsporting behaviour.
	Black	Shown with a race number: report to the place indicated by race control the next time you pass the pit entry.
	Black with orange disc	Shown with a race number: technical defect. Return to your pit on the next lap.
	Yellow	Single waved: danger. No overtaking from the marshal post until green is shown. Double waved: serious danger outside the driver's view. Reduce speed. No overtaking from the marshal post until green is shown.
	Blue	Allow a faster driver to pass.
	Yellow with red stripes	Slippery track due to oil or water. Adjust your speed.
	Green	Danger has ended; the track is clear. Resume racing.
	Chequered	End of the race.

The full meaning of all flag signals is set out in Appendix H to the International Sporting Code and in the Karting Regulations.

VISUAL GUIDE TO KEY RULES

Stop before the line



Pit lane stop line. Come to a complete stop with all four wheels and the entire front bumper before the line. Crossing the line before stopping incurs a 10-second penalty.

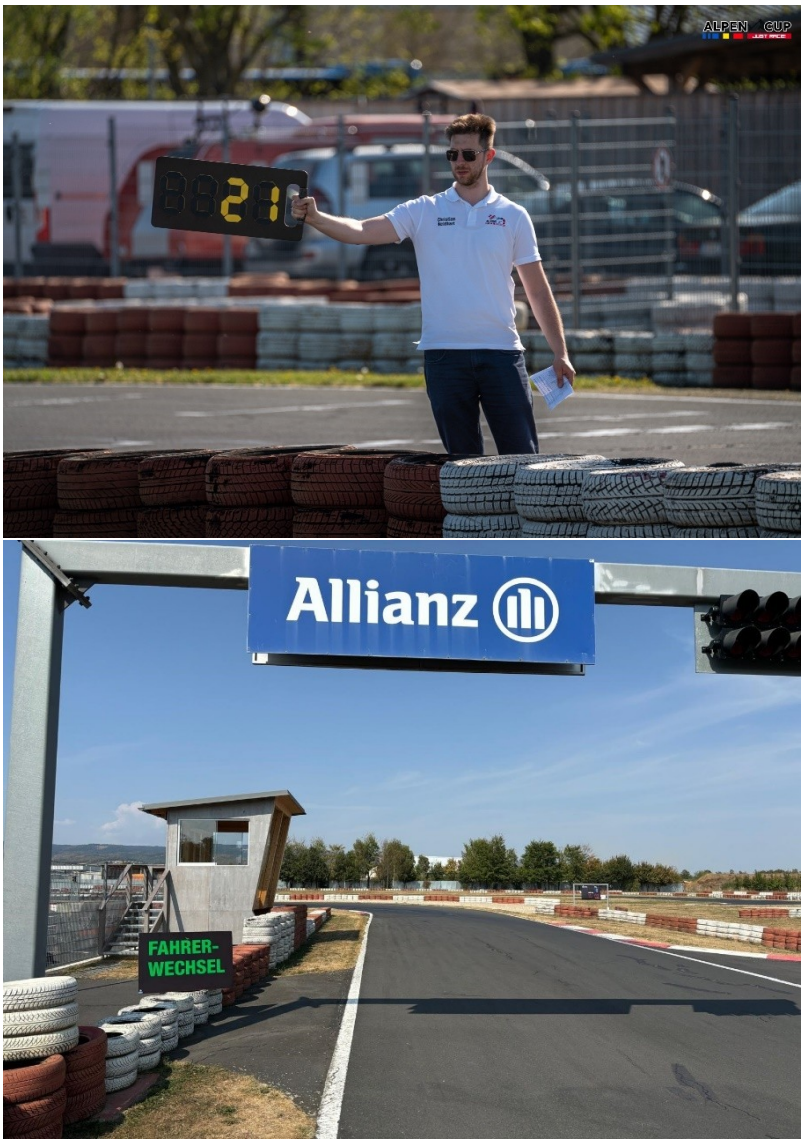


Correct: the whole kart stays behind the line. Incorrect: the front bumper crosses the line. Travel direction is upwards.

For the kart change, stop at the line – race control then starts the timer with the buzzer. The minimum change time is 20 seconds. Leave only when the timer reaches zero and the light is green, then proceed at walking pace.

VISUAL GUIDE TO KEY RULES

Watch the pit board



Race control signals the change phase with the board. Amateur class: complete the additional stop within the announced five-minute driver-change window. If the same driver continues, exit the kart and place both feet on the asphalt before getting back in.

Use the designated ballast box



Standard ballast blocks are shown in front of the kart. Place ballast only in the kart's designated weight box. Never attach weights to your body or put them on the seat. Maximum additional ballast: 30 kg. Return unused blocks before leaving the pit lane.

Stay inside the marked change area

Complete driver changes in the area marked by cones. Keep the pit lane clear and follow staff instructions. The photographs illustrate the procedures; the current markings and change windows are explained at the driver briefing.