

ART. 1) ORGANIZATION

1.1 CRG in collaboration with ASI and the 7 Laghi Kart Circuit, organizes and promotes the Endurance race named **24 HOURS KARTING OF ITALY**. The sporting management of the event, all due authorizations and insurances will be under the aegis of ASI. Technical and logistic services are managed by CRG Srl. The event will take place on Saturday 25th and Sunday 26th June 2022.

ART. 2) REGISTRATIONS

- 2.1 The registrations will have to be sent to marketing@kartcrg.com, enclosing the fulfilled entry form. The race entry fee is Euro 2.600,00 + VAT. The services included in the fee are:
- a) Rental of 1 Kart CRG Centurion equipped with 4 strokes engine and onboard telemetry,
 - b) Technical assistance provided by the CRG Racing Team central structure,
 - c) Spare parts (even after incidents) and consumption materials (tyres, fuel, oil),
 - d) Pit and track services (race direction, stewards, medical assistance, etc.)
- 2.2 The entry fee does not include: hotel room, meals and free practice on Friday 24th of June.

ART. 3) SPORTING DECISIONS

3.1 The Race Director and the Steward will have the sole sporting responsibility and the power to take decisions complying with the present regulation, the safety rules and the general provisions of National Regulations.

ART. 4) SILVER CUP RANKING

- 4.1 It is established the Silver Cup ranking, reserved to the teams with amateur drivers. Teams taking part to this Cup will have to make at least 35 driver changes. Silver Cup teams can be made of maximum 10 drivers. Regarding the minimum and maximum driving time, see art. 8.3 lett. E, below.
- 4.2 A special award ceremony has been set up for the first 3 teams of the Beretta Group (B&CO) registered in the Silver classification.

ART. 5) TEAM COMPOSITION – ADMITTED DRIVERS AND LICENSES

- 5.1 The teams have to be made from 4 to 8 drivers (10 drivers for Silver Cup)
- 5.2 The minimum age required is 14 years old.
- 5.3 All the drivers are required to have a karting license released by an ASN member of the FIA or an ASI LKR license. The license must be shown in original together with the medical certificate. Drivers that don't have a license can ask for an ASI LKR license when at the track during the sporting checks, at the cost of Euro 40,00 (including processing fees). For further information, contact our offices (marketing@kartcrg.com).

ART. 6) KARTS AND TECHNICAL MANAGEMENT

6.1 The karts employed will be CRG Centurion powered with 4 strokes 390cc engine unit provided by CRG Racing Team, that will also provide technical assistance to all entered teams, including refuelling procedures. Karts will be allocated to teams by lot on Friday 24th of June. Karts not drawn will be randomly allocated by the organizer.

ART. 7) BALLAST

7.1 A balance of performance system has been devised by Organizers that will make use of the following handicap weights, according to the weight of each driver:

WEIGHT	BALLAST	BLOCKS
Up to 69,99 Kg	20 Kg ballast	4 blocks
Between 70,00 Kg and 74,99 Kg	15 Kg ballast	3 blocks
Between 75,00 Kg and 79,99 Kg	10 Kg ballast	2 blocks

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Between 80,00 Kg and 84,99 Kg	5 Kg ballast	1 blocks
Over 85,00 Kg	No ballast	0 blocks

- 7.2 Every driver will be weighted in the parc fermé area, respecting compulsorily this timing: Friday 24th from 4.30 pm to 6.00 pm and Saturday 25th from 7.30 am to 8.30 am. Drivers not showing up for weighting will be given a penalty by the Stewards.
- 7.3 Ballasts will be at the drivers' disposal in a specific container in the changing area and they will be to placed back in the container after using; it is forbidden to take ballasts to the pits.
- 7.4 Drivers weight can be checked randomly by the stewards during the event. A maximum +/- 2 kg weight tolerance will be allowed. Drivers will be weighted with full racing clothing (racing suit, helmet and rib protector if used). The Race Steward can issue unappealable penalties to the team.

ART. 8) RACE FORMAT

The event will have the following format: 1 hour and 30' of free practice, 10' of qualifying practice (Superpole), 24 Hours Endurance race.

- 8.1 **FREE PRACTICE.** The time duration of the free practice will be 1h and 30' and teams will be free to manage the drivers change. Free practices will not be considered to determine the starting grid. No minimum length of driving stints is imposed, but a minimum time of 1' will have to be spent each time a driver pits. An optional extra free practice session is available on Friday 24th of June from 6.00 pm to 7.00 pm. The price for this extra session will be Euro 120,00 per team.
- 8.2 **SUPERPOLE.** There will be a session of 10' and each team will select only one driver for this session. The results will define the starting grid of the race. At the end of the Superpole, the karts will have to stop near the last corner following the directions of the Race Direction.
- 8.3 **24 HOURS KARTING OF ITALY.**
 - a) The time duration of the race will be 24 Hours non-stop.
 - b) The starting procedure will follow the "Le Mans style" – Karts will be parked on one side of the track and drivers will wait on the opposite side. The start will be given by waving the Italian flag and the drivers will have to cross the track and jump on the kart with the engine switched on. Other members of the team will not be allowed to enter the track during the starting procedure.
 - c) Driving stints do not have a maximum duration, but must respect the minimum duration of 5' (time detected between Pit Out and Pit In) on the track as a minimum driving stint.
 - d) PRO teams have to make at least 30 driver changes, whilst SILVER teams have to make at least 35 driver changes.
 - e) During the 24h race, every driver will have to drive for maximum 7 hours and minimum 1 hour (actual time on track, the passage in pit lane will not be considered)
 - f) The pit lane will close 5' before the end of the race and it will not be possible to change the driver in this phase.
 - g) The time spent in the pit lane during driver changes and/or refuelling will be neutral and therefore it will not count as driving stint. To allow drivers change in complete safety, a minimum pit in time of 1' will apply to each driver change (from PIT IN to PIT OUT) regardless the reason. Time will be detected with a transponder with no tolerance.
 - h) The chequered flag will be given at the end of the 24 Hours plus the time required for the leader to cross the finishing line.
 - i) Driver changes will have to take place in the pit lane area indicated during the briefing. Signalling between pit crew and drivers will be managed by the teams. Radio communications are allowed, but the system must be anchored to the driver and not to the kart.
 - j) Between the 10th and 14th race hour, all the teams will have to make a technical stop to change the front tyres. This stop is compulsory and it will be managed by the team managers according to the teams' needs and strategies. Before entering the assistance area, the team manager will have to inform the technical personnel. The technical pit stop will be also used to make safety checks on the kart and will last 5' minimum (from the pits entrance to the exit). Teams not respecting the time for the technical stop will get a penalty.

- k) Slick tyres will be used also in case of rain. If the first race hours will be under constant rain, the Race Direction might cancel the obligation of changing tyres and an official communication will be given to the team managers.

ART. 9) SCHEDULE

	HOUR	SESSION	TIME
Friday	15:00 – 18:00	Sporting checks and kart drawing	3h
Friday	16:30 – 18:00	Drivers weight (parc fermé)	1h30'
Friday	18:00 – 19:00	Free practice (optional)	1h
Saturday	07:30 – 09:00	Sporting checks	1h
Saturday	07:30 – 08:30	Drivers weight (parc fermé)	1h
Saturday	08:45 – 09:30	Briefing	45'
Saturday	10:30 – 12:00	Free practice	1h30'
Saturday	12:20 – 12:30	Superpole	10'
Saturday	14:00	24 HOURS KARTING OF ITALY – Start	24H
Sunday	14:00	24 HOURS KARTING OF ITALY – Finish	
Sunday	14:30	Prize-giving ceremony	

ART. 10) PENALTIES

- 10.1 **STOP & GO.** Race Director can impose a Stop & Go penalty to the teams found guilty of breaching the regulation. The time penalty will be established according the gravity and the possible advantage gained by the team and it will be decided by the Race Director. He will signal penalties to teams by using a board on the finishing line. The penalized driver must serve the penalty stopping in the area close to the finishing line, within 3 laps. Drivers don't have to enter the pit lane to serve the penalty.
- 10.2 **TIME PENALTY.** Decisions taken by the Race Director at the end of the race will entail an additional time penalty on the final result. Breaches during qualifying, might be sanctioned with a penalty on the starting grid.

ART. 11) TECHNICAL ASSISTANCE

- 11.1 In case of accidents or mechanical failures, teams are entitled to bring the kart to the CRG service area. The assistance area will be set up behind the timing booth and will be indicated at the briefing. Should a kart stop on the track, the driver will have to wait for organizers to recover it with a specific vehicle.

ART. 12) REPLACEMENT KART

- 12.1 Organizers will grant a replacement kart in case of particularly long stops (as decided by the chief technical officer). The karts will be given as replacement for the officially allocated kart, strictly for the time of the technical intervention. The ballast system will be valid also on the replacement kart.

ART. 13) REFUELLING

- 13.1 Refuelling will take place in the service area with engine on, exclusively during the 24 Hours. During the practices the refuelling area will be closed. All karts will be filled with fuel before the race start by the technical personnel.
- 13.2 During the 24 HOURS KARTING OF ITALY the pit stops for refuelling will be handled by the teams.
- 13.3 The refuelling procedure will be carried out by the technical staff. The driver can ease the procedure by opening the tank cap, but only the technical personnel will reclose it.

ART. 14) PARC FERME

- 14.1 In every break from track activity, karts will have to adhere to a parc fermé regime and no technical intervention will be allowed on them. The only exceptions are for fixing of problems affecting safety or producing evident technical deficits. At the end of the free practice and Superpole, the karts will have to re-enter the pits.

ART. 15) SAFETY CAR

15.1 In case of dangerous situations, the Race Direction will neutralize the race deploying the "Safety Car", that will be positioned right ahead of the race leader. During this phase overtaking is strictly prohibited on the whole circuit, while just one pit stop for refuelling and driver change is allowed, unless otherwise indicated by Race Director. In case of emergency, the rescue vehicle could place itself right ahead of the first kart found on track, without waiting for the race leader. Should the Safety Car constantly proceed on the right side of the track, the driver behind it would be authorized to overtake it. If the Safety Car proceeds in the middle of the track, the following kart will have to stay behind it.

ART. 16) FLAGS

16.1 The flags employed by the race Direction will be the followings:



ITALIAN FLAG

Start of free practice, qualifying and race.



YELLOW FLAG

Danger, slow down, overtaking is strictly prohibited.
If the yellow flag is waved, there is an immediate danger.



RED FLAG

Stop of the race or session. All the drivers have to stop racing and slowly proceed to the pits.



**BLACK FLAG
WITH ORANGE DISC
(AND KART NUMBER)**

Stop due to technical problems. The driver has to enter the pits and he is allowed to restart only after fixing the problem.



**BLACK AND WHITE FLAG
(AND KART NUMBER)**

Unfair driver warning.
A second warning will result in black flag.



**BLACK FLAG
(AND KART NUMBER)**

Disqualification of the driver.
The driver will have to stop into the pits at the following lap.



CHEQUERED FLAG

End of free practice, qualifying and race.

ART. 17) PRIZE CEREMONY

17.1 The prize ceremony will take place right after the race with the following awards:

- Absolute ranking: Top 3 teams
- Silver Cup ranking: Top 3 teams
- Beretta Trophy: top 3 B&Co teams in the Silver classification

GENERAL REQUIREMENTS

- ✓ **The race rules are:** minimum **30 PIT STOPS** (driver changes) for PRO teams and **35 PIT STOPS** (driver changes) for SILVER teams; driver stints do not have minimum or maximum time, but each driver cannot drive for more than 7 hours during the race, regardless the number and duration of single stints. The time will be detected electronically and it will appear on the timekeeping screen.
- ✓ **Fuel** has an approximate duration between 1h30' and 1h45' on dry track conditions.
- ✓ **The minimum pit-in time of 1 minute to drive through the pit lane is mandatory**, it is applied without any tolerance. The speed in the pits must always be moderate and it is forbidden to stop at the end of the pits waiting for the minimum pit-in time blocking the passage.
- ✓ In case of **technical failure and/or incident** on the track, it is mandatory that the driver does NOT abandon the kart, that will nevertheless have to be moved to a safe area. Due to safety reasons, it is forbidden to walk to the pits and only designated staff of the Organizer is entitled to move the transponder from the officially allocated kart to the replacement kart.
- ✓ The **race conduct** must be sportsmanlike and exemplar at all times. In particular, less experienced participants should ease the overtaking of faster drivers; all drivers must follow indications of Race Direction. We remind all the participants that the event will be broadcasted in streaming, an additional reason to punish unsportsmanlike behaviours.
- ✓ It is strictly **forbidden to make any changes to the kart** (tyre pressure, additives, engine settings, etc). Breaches will be punished with exclusion from the race. CRG staff is available for fixing of any technical issue and it is advised that teams pay particular attention to identifying potential technical problems during free practice.
- ✓ For anything not expressly provided in the present Regulations, **decisions taken by Race Director and the Steward will have to be complied with.**