



REGULATION

Cremona Circuit

March 1-2, 2024

V.1

ART. 1) ORGANIZATION

1.1 CRG in collaboration with ASI and the Cremona 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 1st and Sunday 2nd March 2025.**

ART. 2) REGISTRATIONS

2.1 Registrations for the event must be made by filling in the FORM on the CRG website (Link: <https://kartcrg.com/form-iscrizione-24h-karting-of-italy-en/?lang=en>) and will be valid only after the payment of the registration fee of Euro 2,600.00 + VAT. Conditions for joining the event and withdrawal policies are reported on the website.

The services included in the fee to take part in the race are the followings:

- a) Rental of 1 Kart CRG Centurion equipped with 4 strokes engine
- 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, garage and track services (official timekeeping, Live Timing, race direction, stewards, medical assistance, etc.)
- e) Media services and Live Streaming

2.2 The entry fee does not include: hotel room, meals and free practice (not mandatory) on Friday 28th of February.

ART. 3) SPORTING DECISIONS

3.1 The Race Director and the Sole Judge delegated by ACI and ASI will have 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 The Silver Cup ranking is established for teams made up of amateur crews (gentlemen drivers). To be admitted to the Silver category the team must be entirely made up of drivers aged 35 or over. Furthermore, teams with drivers classified in the main Rental Rankings or with recent sporting CVs not compatible with the amateur spirit of the category, will not be admitted. The Organizer reserves the right to reject the registration of teams deemed not to meet the requirements and to manage any exceptions to admission with respect to the general rules, at its sole discretion.

4.2 Teams participating in the awarding of this Trophy will have to respect a minimum number of 35 driver changes. Driver changes, limited to the Silver category teams, will be prohibited under the Safety Car regime. If the time required by the regulation is exceeded, no penalties will be inflicted, but the driver change must then be made as soon as the service car has left the track.

4.3 Teams in the Silver Cup category can be made up of a minimum of 4 and a maximum of 10 drivers. As regards the minimum and maximum driving time, the provisions of the following Art. 8.3 are observed.

ART. 5) TEAM COMPOSITION – ADMITTED DRIVERS AND LICENSES

5.1 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 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 (when not integrated into the license itself, when talking about not Italian licences). Drivers who 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).



REGULATION

Cremona Circuit

March 1-2, 2024

v.1

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 Saturday March 2nd. Karts not drawn will be randomly allocated by the organizer.
- 6.2 The Kart drawn can be kept and managed by the team for the entire duration of the event. Should technical problems arise, the team has the right to change the kart up to a maximum of two (2) times during the event (an operation that can be done at every stage of the event, starting from free practice); any kart change must be carried out by prior agreement with the technical staff in one of the driver changes and/or in any case respecting the minimum time spent in the PIT of 1' and 20". If a team changes the kart more than the two allowed times, it will get a penalty of a 10" Stop and Go.

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
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 pre-grid area, respecting compulsorily this timing: Friday 28th February from 03:00 PM to 5.00 pm and Saturday March 1st 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.
- 7.5 Each male driver must have a minimum weight in racing clothing of 65kg and each female driver a minimum weight of 60kg. To reach this weight, any radios, seat reductions or ballasts accepted by the commissioners are also calculated and can be checked at any time during the event.

ART. 8) RACE FORMAT

The race will take place according to the following program: 1h 15' of free practice, 8' of qualifying practice (Superpole), 24h Endurance race. Each team will draw its kart on Saturday morning under the Race Directors' control.

- 8.1 **FREE PRACTICE.** The time duration of the free practice will be 1h and 15' 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' 20" will have to be spent each time a driver pits. On an optional basis, drivers registered for the race will be able to take part in some free practice sessions on Friday February 28th from 11:00 AM to 05:00 PM. The cost of each single 12' session will be Euro 20.00. Tickets for these testing sessions can be purchased directly at the circuit at the race Secretariat.
- 8.2 **SUPERPOLE.** There will be a timed session of 8' for the PRO teams and a further 8' session reserved for the SILVER ones and each team will select only one driver for this session and if the kart stops on the track or in the pit lane, the session will be over. The results of the Superpole will define the starting grid of the race. At the end of each of the two distinct Superpole sessions, the karts will have to stop near the last corner following the directions of the Race Direction. At the end of each of the two separate Superpole Heats, the karts will have to return to the pit lane (driver change area). During the Driver Parade, awards will be given for the Superpole of each category (PRO and SILVER).



REGULATION

Cremona Circuit

March 1-2, 2024

V.1

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. On the grid all the PRO teams will be positioned first and then all the SILVER teams without them being mixed. The start will be given by waiving the Italian flag and the drivers will have to cross the track and jump on the kart with the engine switched on, by getting on the kart from the side opposite to the engine. Other members of the team will not be allowed to enter the track during the starting procedure.
- c) Driving stints for the PRO category 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. Driving stints for the SILVER category must have a maximum duration of 1h and respect a minimum duration of 5'.
- d) PRO teams have to make at least 30 driver changes, whilst SILVER teams have to make at least 35 driver changes. Teams are allowed to change drivers even during the possible kart change and the mandatory technical stop for tyre change.
- 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 guarantee driver change procedures safely, a minimum pit in time of 1 minute and 20 seconds (1' 20") 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) During the event each team will be able to change the kart a maximum of two times by handing over a specific voucher to the technical assistance staff. The Kart change must be announced in advance to the technical staff and will only be granted in the case of an obvious mechanical and/or performance problem and must be carried out at the assistance stand by CRG mechanics. Kart changes will not be allowed in the last 5' of the race with the PIT closed. If a team requests an additional kart change beyond the 2 allowed ones, it will receive a penalty with a Stop and Go of 10".
- 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. Driver change is permitted during the technical stop.
- k) The chequered flag will be given at the end of 24 hours plus the time necessary for the race leader to cross the finish line.
- l) 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	13:00 – 18:00	Sporting checks and kart drawing	5h
Friday	15:00 – 17:00	Drivers weight (pregrid area)	2h
Friday	11:00 – 17:00	Free practice (optional)	5h
Saturday	07:30 – 08:30	Sporting checks	1h
Saturday	07:30 – 08:30	Drivers weight (pregrid area)	1h
Saturday	08:45 – 09:30	Briefing – Briefing room car track – 1 st floor - Team Managers only	45'



REGULATION

Cremona Circuit

March 1-2, 2024

V.1

Saturday	10:30 – 11:45	Free practice	1h15'
Saturday	12:10 – 12:18	Superpole SILVER	8'
Saturday	12:25 – 12:33	Superpole PRO	8'
Saturday	12:45 – 13:15	Drivers parade and Superpole awards ceremony	30'
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 to 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. If it becomes necessary to change the kart, the Team will have to use one of the two changes available.

ART. 12) REFUELLING

- 12.1 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.
- 12.2 During the 24 HOURS KARTING OF ITALY the pit stops for refuelling will be handled by the teams.
- 12.3 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. 13) PARC FERME

- 13.1 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. 14) SAFETY CAR

- 14.1 In case of dangerous situations, Race Direction will be able to neutralize the race by deploying the Safety Car which will position itself in front of the race leader. The Safety Car regime will be announced by the Race Director by displaying a sign at the finish line and the simultaneous display of yellow flags throughout the circuit. Once the Safety Car sign has been displayed, the Race Leader will not be able to get back to the pits for a driver change before queuing behind the Safety Car and only once he has reached the service car and has queued at reduced speed, on the first available lap, he/she will be able to return to PIT.
- 14.2 Under the Safety Car regime, overtaking is absolutely prohibited along the entire circuit and, limited to the PRO teams, only one pit stop for refueling and driver change is permitted, unless otherwise provided by the Race Director. Within the scope of the only stop allowed under the Safety Car regime, it is possible, if necessary, to change the kart at the technical assistance.
- 14.3 Silver teams will not be able to access the PIT under the Safety Car regime for any reason (driver change, kart change, refueling...). If a Silver team gets back to the PIT under the Safety Car, no matter what reason for, it will receive a penalty.

REGULATION

Cremona Circuit

March 1-2, 2024

V.1

14.4 The Safety Car will exit the track near the last corner after completing a lap with the flashing lights off. The re-start will be given by the Race Director on the finish line with the display of the green flag and overtaking will only be allowed after crossing the line itself.

ART. 15) FLAGS

15.1 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 drivers have to stop racing and slowly proceed to the pits following the directions of the track marshals.



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. 16) PRIZE CEREMONY

16.1 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
- Superpole awards: PRO & SILVER

REGULATION

Cremona Circuit

March 1-2, 2024

v.1

GENERAL REQUIREMENTS

- ✓ **The race rules are:** minimum **30 PIT STOPS** (driver changes) for PRO teams and **35 PIT STOPS** (driver changes) for SILVER teams; there is no maximum duration for the driving stints of the PRO teams, but a minimum duration of 5' must be respected. Driving stints for SILVER teams must have a maximum duration of 1 hour and also respect a minimum duration of 5'. Each driver cannot drive for more than 7 hours during the race and for less than 1H, regardless of the number and duration of individual driving stints. This detection will be taken electronically and will be visible on the official timing monitors. Each team will be able to change the kart a maximum of 2 times using a specific voucher.

- ✓ **Fuel** has an approximate duration of 2 hours on dry track conditions.

- ✓ **The minimum pit-in time of 1' and 20"** 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. Even in free practice the PIT passage time is 1'20".

- ✓ In case of **technical failure and/or incident** on the track, it is mandatory that the driver does NOT leave 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.



REGULATION

Cremona Circuit

March 1-2, 2024

V.1



For anything not expressly provided in the present Regulations, **decisions taken by Race Director and the Sole Judge will have to be complied with.**