



**REGULATIONS  
CASTELLETTO DI BRANDUZZO  
(ITALY)  
7 LAGHI KART,  
March 14-15, 2026**

**V.1**

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**ART. 1) ORGANIZATION**

1.1 CRG Srl, under the auspices of the Italian Federation ACI and the Sports Promotion Body ASI, in collaboration with the company 7 Laghi Kart, organizes and promotes the Rental Endurance race called "24 HOURS KARTING OF ITALY." The sporting management of the event, authorizations, and insurance coverage will comply with the regulations contained in the ASI - ACI agreement for Rental races. The provision of karts, all participating teams, and all technical-logistical services will be managed by CRG Srl. The event will take place on **Saturday, March 14, and Sunday, March 15, 2026**, at the 7 Laghi track in Castelletto di Branduzzo.

**ART. 2) REGISTRATIONS**

2.1 Registrations for the event must be completed by filling out the online form available on the CRG website (<https://kartcrg.com/form-di-iscrizione-24-hours-karting-of-italy-2026-en/?lang=en>) and will only be considered valid after payment of the registration fee of €2,600.00 + VAT. Participants are invited to read the General Conditions for event participation available on the website.

2.2 The participation fee includes:

- a) Rental of one CRG Centurion Kart equipped with a 4-stroke racing engine;
- b) Technical assistance provided by a central structure of the CRG racing department;
- c) Spare parts (including those resulting from accidents) and consumables (tires, fuel, oil);
- d) Paddock and box area plus all track services (official timing, Live Timing, race direction, marshals, medical assistance, etc.);
- e) Media services and Live Streaming.

2.3 The registration fee does not include: hotel room, meals, and optional free practice on Friday, March 13.

**ART. 3) SPORTING MANAGEMENT OF THE EVENT**

3.1 The Race Director and the Single Judge delegated by ACI and ASI will have sporting responsibility and the authority to take any decisions and measures in compliance with these Regulations, general safety rules, and the National (Italy) Karting Regulations.

**ART. 4) SILVER CUP CATEGORY**

4.1 The Silver Cup category is established for teams composed of amateur drivers (gentlemen drivers). To be admitted to the Silver category, the team must be composed exclusively of adult drivers. Teams with drivers ranked in major Rental Rankings or with recent racing backgrounds incompatible with the amateur spirit of the category will not be admitted. The Organizer reserves the right to reject the registration of teams considered not meeting the requirements and to manage any exceptions to the general rules at its sole discretion.

4.2 Teams competing for this Trophy must complete a minimum of 35 driver changes. Driver changes will be prohibited under SLOW procedure. If a team exceeds the maximum driving time allowed during a neutralization phase, no penalty will be applied, but the driver change must be carried out as soon as the neutralization ends.

4.3 Silver Cup teams may consist of a minimum of 4 and a maximum of 10 drivers. Minimum and maximum driving times follow the rules set out in Art. 8.4 below.

**ART. 5) TEAM COMPOSITION – ELIGIBLE DRIVERS AND LICENSES**

- 5.1 Teams may consist of a minimum of 4 and a maximum of 8 members (10 for the Silver Cup).
- 5.2 The minimum age for drivers is 14 years old.
- 5.3 All drivers registered by their respective teams must hold a karting driver license issued by an ASN belonging to the FIA, or an ASI LKR license. The license must be shown in its original form at the track along with a medical certificate (when not included in the license itself, in the case of non-Italian licenses). Drivers without a license may apply for an ASI LKR license at the track during sporting checks by paying a fee of €40.00 (including administrative fees). For more information on the service, please contact the Organizing Secretariat ([marketing@kartcrg.com](mailto:marketing@kartcrg.com)).

**ART. 6) KARTS AND TECHNICAL MANAGEMENT**

- 6.1 The karts used will be CRG Centurion models equipped with 4T 390cc engines supplied by the CRG Racing Team, which will also manage technical assistance for all registered teams, including refueling procedures. The karts will be assigned to the teams by a draw in the presence of the Race Directors on Saturday, March 14 (see official Timing). Karts not drawn will be assigned randomly by the organizer.
- 6.2 The drawn kart must be kept and used by the team for the entire duration of the event. In the event of technical problems, the team may replace the kart only once (1) during the event (including during free practice). Any kart replacement must be coordinated beforehand with the technical staff during a driver change and must respect the minimum PIT time of 1'20". If a team changes the kart one or more times beyond the allowed limit, it will incur a penalty through a 10" Stop and Go for each extra change. It is specified that kart replacement will only be authorized in cases of objective technical issues verified and certified by the technical staff, as the philosophy of the event requires the teams to manage their kart and bring it to the finish line.

**ART. 7) BALLAST**

- 7.1 In order to balance performance among drivers of different weights, the Organizer has established the following ballast system based on each driver's weight:

WEIGHT	BALLAST	BLOCKS
Up to 69.99 kg	20 Kg of ballast	4 blocks
From 70.00 kg to 74.99 kg	15 Kg of ballast	3 blocks
From 75.00 kg to 79.99 kg	10 Kg of ballast	2 blocks
From 80.00 kg to 84.99 kg	5 Kg of ballast	1 blocks
From 85.00 kg and above	No ballast	0 blocks

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---

- 7.2 Each driver must undergo the weighing procedure in the Pre-Grid area, strictly following the times indicated in the official Timing. Drivers who fail to present themselves for weighing will be sanctioned by the Single Judge.
- 7.3 Ballast blocks will be available to drivers in a dedicated container in the driver-change area and must be returned to the same place after use; it is forbidden to take ballast blocks to the pit boxes.
- 7.4 Marshals may carry out weight checks on individual drivers during the event.
- 7.5 Each male driver must have a minimum weight of 60 kg in full racing gear. Radios, seat inserts, and personal ballast (if approved by the marshals) may be used to reach this minimum. Driver-change marshals will verify compliance with the minimum weight during the event after driving stints. Female drivers are not required to meet any minimum weight.

**ART. 8) RACE FORMAT**

8.1 The race will follow the program below:

- 1h free practice session for each category (Silver and Pro);
- 6' timed session (Superpole) for each category;
- 24-hour Endurance race;

8.2 **FREE PRACTICE.** PRO and SILVER teams will compete in two separate free practice sessions, each lasting 1 hour. Driver change management will be free and handled by each team. Free practice sessions will not be used to determine the starting grid. No minimum stint time is imposed, but the minimum pit-lane time of 1'20" must be respected for every pass through the pit lane. During free practice, electronic ballast monitoring will not be active, but drivers are advised to use ballast to better prepare for the race. Optionally, registered drivers may take part in free practice sessions on Friday, March 13 from 11:00 to 17:00. Each 12-minute session costs €20.00. Tickets may be purchased directly at the circuit at the Race Secretariat or booked in advance via email: [marketing@kartcrg.com](mailto:marketing@kartcrg.com)

8.3 **SUPERPOLE.** A 6-minute timed session will be held for PRO teams and another 6-minute session for SILVER teams. Each team may use only one driver, who must install their ballast on the kart. If the kart stops on track or in the pit lane, the session will end. Superpole results will determine the starting grid. At the end of both Superpole sessions, karts must return to the pit lane (driver-change area). During the Driver Parade, prizes for Superpole winners in each category (PRO and SILVER) will be awarded.

8.4 **24 HOURS KARTING OF ITALY**

a) The race will be contested over a distance of 24 hours without interruption.

b) The race start will follow the Le Mans style, with karts positioned diagonally on one side of the track and drivers lined up on the opposite side. PRO teams will be positioned first on the grid, followed by SILVER teams, without mixing. The start signal will be given with the tricolour flag; drivers must run across the track when the flag is lowered and jump into their kart with the engine running, entering from the opposite side to the engine. Assistants are not allowed on the track during the start phase.

**REGULATIONS**  
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---

c) PRO category stints have no maximum duration, but must respect a minimum of 5 minutes of driving on track (measured from pit in to pit out). SILVER category stints must have a maximum duration of 1 hour and a minimum of 5 minutes.

d) A minimum of 30 driver changes is required for PRO teams and 35 for SILVER teams. Teams may change the driver during a kart change or during the mandatory technical stop for tire change.

e) Regardless of category, no driver may drive for more than 7 hours during the 24-hour race (effective time on track; pit-lane time does not count).

f) The pit lane will close 5 minutes before the end of the race, and no driver changes will be permitted after that.

g) Pit lane time for driver changes and/or refueling will be neutral and not counted as part of the driving stint; for safety reasons, a minimum pit-lane time of 1 minute and 20 seconds (1'20") is imposed for every passage (measured electronically between pit in and pit out, with no tolerance).

h) Driver changes must be carried out in the area indicated during the briefing (pre-grid area). Communication between pit box and driver will be managed by the teams. Radio communication is permitted, but the system must be attached to the driver, not the kart.

i) All teams must perform a technical stop between the 10th and 14th hour of the race for a front-tire change. This stop is mandatory and will be managed by team managers according to the team's needs and strategies. Before entering technical assistance, the team manager must notify the technical staff. The technical pit stop will also be used for safety checks on the kart and must last at least 5 minutes (measured from pit entry to pit exit). Failure to comply with the technical stop window will result in a penalty. Driver changes are allowed during the technical stop.

j) The checkered flag will be shown after the 24 hours plus the time required for the race leader to cross the finish line.

k) Slick tires will be used even in rainy conditions. If the first hours of the race take place under constant rain, Race Direction may cancel the mandatory tire change; in such case, an official notification will be provided to team managers.

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**ART. 9) TIMING**

	TIME	SESSION	DURATION
Friday	2:00PM - 6:00PM	Sporting checks	4h
Friday	3:00PM - 5:00PM	Driver weighing (pre-grid area)	2h
Friday	11:00AM - 5:00PM	Free practice (optional)	6h
Saturday	7:45AM - 9:00AM	Sporting checks	1h15'
Saturday	8:00AM - 9:30AM	Driver weighing (pre-grid area)	1h
Saturday	8:45AM - 9:00AM	Kart draw	15'
Saturday	9:00AM - 9:30AM	Briefing – Team Manager only	30'
Saturday	10:00AM - 11:00AM	PRO free practice	1h
Saturday	11:15AM - 12:15PM	SILVER free practice	1h
Saturday	12:30PM - 12:36PM	Superpole PRO	6'
Saturday	12:45PM - 12:51PM	Superpole SILVER	6'
Saturday	1:30 PM	Drivers' parade & Superpole Award Ceremony	
Saturday	2:30 PM	Grid Formation	
Saturday	3:00 PM	24 HOURS KARTING OF ITALY – Start	24H
Sunday	3:00 PM	24 HOURS KARTING OF ITALY – Finish	
Sunday	3:30 PM	Award ceremony	

**ART. 10) PENALTIES**

- 10.1 **STOP & GO.** The Race Director may impose a Stop & Go penalty on individual teams in the event that any infringements of the Regulations are committed. The duration of the penalty will be determined based on the severity and any advantage gained by the team, and will be decided by the Race Director. Penalties will be signaled to the teams via a board displayed by the Race Director on the finish line. Within 3 laps, the driver is required to serve the penalty by stopping in the designated area near the track's finish line. Entering the pit lane is not required to serve the penalty.
- 10.2 **TIME PENALTY.** Penalties imposed by the Race Director at the end of the race will result in a time penalty added to the race classification. In the event of an infringement during the qualifying sessions, the penalty will be applied as a grid-position penalty.

**ART. 11) TECHNICAL ASSISTANCE**

- 11.1 In case of accidents or mechanical failures, teams may take their kart to the CRG assistance area. The assistance station will be set up behind the timing booth and will be indicated during the briefing. If the kart stops on the track, the driver must wait for the organization to recover it using the appropriate vehicle. If a longer technical intervention on the kart is required, the team may use a replacement kart for the time needed to complete the repair.

**ART. 12) REFUELING**

- 12.1 Refueling will be carried out in the designated assistance area with the engine off and only during the 24h. During practice sessions the refueling area will not be active, and all karts will be refueled by the technical staff before the start.
- 12.2 During the 24 HOURS KARTING OF ITALY, pit stops for refueling will be managed by the teams. As an indicative reference, a full tank lasts approximately 1h 40'.
- 12.3 The refueling procedure must be performed exclusively by technical staff. The driver may assist by unscrewing the fuel cap, but only the technical staff is permitted to screw it back on.

**ART. 13) PARC FERMÉ**

- 13.1 During every break in on-track activity, karts will be subject to Parc Fermé conditions and no technical intervention is allowed. Exceptions are made only for safety-related issues or evident technical deficiencies. At the end of free practice and qualifying, karts must return to the pit lane.

**ART. 14) SLOW PROCEDURE**

- 14.1 If dangerous situations arise, Race Direction may neutralize the race using the SLOW procedure. The Race Director will display the SLOW board at the finish line along with a waved yellow flag, both at the finish line and at all marshal posts. During the SLOW procedure, overtaking is strictly prohibited anywhere on the track and all karts must line up behind the race leader. Once the danger has been resolved, the Race Director will signal the final SLOW lap by displaying a stationary yellow flag at the finish line, and all marshal posts will do the same. When the race leader crosses the finish line, the green flag will be shown and the race will resume.
- 14.2 During the SLOW procedure, the pit lane is closed and driver changes or refueling are prohibited. If a team exceeds its maximum stint time while SLOW is active, no penalty will be applied.

## **ART. 15) FLAGS**

15.1 The flags used by Race Direction are:



**ITALIAN TRICOLOR FLAG**

Start of free practice, qualifying, and the race.



**YELLOW FLAG**

Danger, slow down, overtaking strictly prohibited.  
 If waved, the danger is immediate



**RED FLAG**

Stop of the session or race. If shown during the race, karts must stop at the finish line



**BLACK FLAG WITH ORANGE DISC (with kart number)**

The indicated kart has a mechanical problem and must return to the pits before rejoining after repair.



**BLACK AND WHITE FLAG (with kart number)**

Warning to the driver for unsporting behavior. It is a reprimand and carries no penalty.



**CHEQUERED FLAG**

End of free practice, qualifying, and the race.



**SLOW**

The display of the yellow SLOW sign accompanied by yellow flags neutralizes the race. All karts must line up behind the leader, who must maintain a reduced speed throughout the circuit. During the SLOW procedure, overtaking and driver changes are prohibited. The SLOW procedure will end with the waving of the green flag at the finish line.

## **ART. 16) PRIZE-GIVING**

16.1 The ceremony will take place immediately after the event and will award the following honorary trophies:

- Overall Classification: Top 3 classified teams
- Silver Cup Classification: Top 3 classified teams
- PRO Superpole and SILVER Superpole (trophies awarded during the Drivers Parade)

16.2 Awarded drivers must present themselves on the podium wearing their official racing suit. Team managers are also allowed on the podium.

## **GENERAL PROVISIONS**

- ✓ The regulations require: at least **30 pit stops (driver changes)** for PRO teams and **35 pit stops** for SILVER teams. No maximum driving stint duration is set for PRO teams, but a minimum duration of 5 minutes must be respected. SILVER teams must respect a maximum stint duration of **1 hour**, with the same minimum of 5 minutes. Each driver may drive **no more than 7 hours** over the 24H. This will be electronically monitored and displayed on the official timing screens. Each team may change their kart **only once**.
- ✓ **Fuel** in dry track conditions lasts approximately **1h 40'**.
- ✓ **The minimum pit lane transit time of 1'20" during the race is mandatory and applied with zero tolerance.** Speed in the pit lane must always be moderate, and stopping near pit exit to wait for the minimum time is prohibited. During free practice, the pit transit time is also **1'20"**. The pit time will be displayed on a large screen.
- ✓ In case of **technical failure or accident** on track, drivers must NOT abandon the kart; it must be moved to a safe area. For safety reasons, walking back to the pits is prohibited. Only event staff may transfer the transponder from the main kart to the spare kart.
- ✓ **Sporting and exemplary behavior is mandatory.** Less experienced drivers must facilitate overtaking by faster drivers; all drivers must follow Race Direction instructions. The event will be livestreamed on an international web and social platform, providing further reason to avoid unsporting behavior, which will be sanctioned.
- ✓ It is **strictly forbidden to modify the kart** (tire pressure, additives, engine adjustments, etc.), under penalty of exclusion. CRG staff is available for technical corrections, and teams are encouraged to pay particular attention to these aspects during free practice.
- ✓ For all matters not covered by this Regulation, **the decisions of the Race Director and the Single Judge shall prevail.**