

25 HORAS DE GRAN CANARIA

5/6 diciembre 2026

Gran Karting Club



REGULATION

25 HOURS
OF
GRAN CANARIA
2026

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INDEX

1. Letter from the Race Director.....	2
2. Purpose and Organization.....	3
3. General Information and Categories.....	5
4. Registration for the test.....	6
5. Teams and Drivers.....	8
6. Equipment and Personal Safety.....	9
7. Technical Equipment: The Karts.....	10
8. Weighing and Ballast.....	11
9. Sports Format.....	12
10. Career Procedures.....	13
11. Pit Stops.....	15
12. Driving and Behavior Rules.....	17
13. Security and Neutralizations.....	18
14. Penalties and Claims.....	20
15. Final Ranking and Prizes.....	22
16. Weekend Schedule.....	23

1. Letter from the Race Director

Welcome to the second edition of the 25 Hours Gran Canaria.

The first edition went very well and this year we come with the same objective: to maintain that level or, if possible, improve it in organization, equality and experience for all teams.

Thank you for choosing Gran Karting Club. Welcome to our facilities: we're here to help you with everything you need to have an unforgettable weekend. Enjoy yourselves, race with sportsmanship, and have a great time!

José Luis Chicharro, Director - Gran Karting Club

2. Purpose and Organization

2.1. Event definition:

The event, called "25 Hours of Gran Canaria 2026," is a 25-hour endurance race for rental karts (4-stroke). The competition will take place on December 5th and 6th, 2026, at the Gran Karting Club track, located in Tarajalillo, Gran Canaria.

This is a private event focused on the participation of companies, associations, groups of individuals, and pilots, both amateur and professional. The fundamental objective of the event is to guarantee technical equality, operational clarity, and, above all, the safety of all participants. Due to its private nature, the organizers reserve the right to refuse entry to certain teams or pilots, as well as the right to modify these regulations at any time to ensure a positive atmosphere and the success of the competition, notifying participants of any changes.

Any situation or incident not explicitly covered in this document will be resolved by the Race Director, always applying criteria of safety, fairness, and a spirit of healthy competition. Registration implies that all team members are aware of and accept these regulations without reservation.

2.2. Race Organizer

The technical, administrative and sporting organization of the 25 Hours of Gran Canaria 2026 is run by the Gran Karting Club, whose facilities are located in Tarajalillo, Gran Canaria. The organizing entity assumes responsibility for supplying the technical equipment, track assistance, and managing the infrastructure necessary for the event.

2.3. Communication protocols between Race Organizer and Teams

To ensure smooth and professional communication, the following protocols are established:

Team Manager: Each team must appoint a Team Manager from among its drivers. This person will be the sole point of contact with Race Direction and the organization's staff, especially for communicating penalties, technical warnings or the filing of official complaints. The Team Leader is also responsible for the behavior of his pilots and their companions on the premises.

Communication channels: All information relating to the event will be published on the Official Whatsapp Channel of the event called Canarias Karting Series.

Access to the official event channel will be granted once the place reservation has been formalized, or you can access it through the following QR code:



It is mandatory that at least the Team Leader is included in this channel and remain accessible until the end of the event. Any message posted in the official WhatsApp channel will be considered officially notified and binding, and ignorance of this cannot be claimed.

Race Direction: The highest authority during the 25 hours will be the Race Director, who, supported by the stewards (*marshalls*), will resolve any

situation not foreseen in these regulations following criteria of safety, fairness and sportsmanship.

Powers of the organizer: The organizer reserves the right to modify these regulations at any time if circumstances require it, undertaking to notify participants of such changes through official channels. Furthermore, as this is a private event, the organizer reserves the right to refuse admission to teams or drivers for reasons of safety or order.

2.4. Acceptance of the regulations

The act of formalizing the registration in the 25 Hours of Gran Canaria 2026 implies that all drivers and team members declare that they are aware of these regulations, accepting it in its entirety and submitting to it without reservation. Participation in the event implies a commitment to comply with both the rules set out here and the general regulations for the use of the circuit and the karts.

All participants must obey the orders and instructions given by the Race Director at all times. Failure to comply with these rules or unsportsmanlike conduct will be penalized and, depending on its severity or recurrence, could result in the team's exclusion from the event.

2.5. Modifications

The organization reserves the right to modify or apply changes. These regulations may be amended at any time and without prior notice if circumstances so require. Such modifications will always be made with the aim of ensuring the security, technical equality and good development of the competition.

Any changes will be communicated through official channels.

Any situation, incident or legal gap not explicitly foreseen in these regulations will be resolved exclusively by the Race Director based on criteria of safety, fairness and sportsmanship.

3. General Information and Categories

3.1. Location and date

The competition will take place on the track of Gran Karting Club, in the GKC layout which combines Senior and Junior track, with a length of 1,600 meters, located in Tarajalillo, Gran Canaria.

The race will be held continuously during 25 hours, starting on Saturday December 5, 2026 (with a scheduled departure at 12:00 noon) and concluding on Sunday December 6, 2026 after 13:00 hours once the checkered flag is shown as the leading team crosses the finish line once the scheduled duration of the 25-hour race has been completed.

3.2. Categories

To ensure a balanced competition adapted to the level of the participants, the following categories are established:

- PRO: Intended for teams with highly experienced or professional drivers.
- SPORT: Focused on amateur pilots and private groups.

The organization reserves the right to relocate a team to a higher category if its performance on the track warrants it in order to maintain the fairness of the event.

3.3. Live Timing

The organization will offer the live timing system service (*live timing*) accessible via web or mobile application for tracking rankings. This service is subject to availability, and any failure or error in the system will not give rise to any type of claim.

4. Event Registration

4.1. Registration fees

Payment of the registration fee grants each team the following rights and services:

Use of facilities: Access to the competition circuit and its infrastructure during the two days of the event.

Technical equipment: Supply of a Sodi 390cc kart for the race, including tires, consumables and all the gasoline needed to complete the 25 hours.

Technical assistance: Maintenance and repair service by the circuit's specialized personnel.

Box infrastructure: Assigned space in the paddock/boxes (approximately 3x3 meter tent), equipped with a table, chairs and electrical outlet.

4.2. Entry fee.

Early bird registration: Any team that completes the **entry reservation before August 31, 2026** (inclusive), the registration fee will be €2,500

Teams that participated in the 1st edition and completes **entry reservation before November 20, 2026** the registration fee will be €2,500

For all other teams that complete an entry reservation after August 31, 2026, the registration fee will be €2,700

Full entry payment deadline: November 20, 2026.

The amounts indicated in these regulations are final prices including taxes. No additional charges for VAT or other taxes will be applied to these amounts.

4.3. Registration process and cancellation policy

Registration opens: April 1, 2026

Number of slots available: 25 places (Subject to increase in places depending on demand)

Any team wishing to register must follow these steps:

Step 1

Fill out [this form](#). Once we receive your team's information, we will send you the payment details to complete your registration.

Step 2

Once the team has received the payment details for the registration fee, the team must make a first payment of €500 in concept of **entry reservation**. In the payment concept, please specify "25H GC RESERVATION - TEAM NAME".

Step 3

Send proof of payment to the email address info@parquedelmotor.com. Once we receive proof of payment, we will send you an email confirming your place reservation for the event.

Step 4

To complete the registration, you must make a second transfer with the remaining amount due before the registration deadline of November 20, 2026, indicating the concept "25H GC REGISTRATION - TEAM NAME" and send proof of payment to the email address indicated above.

Place confirmed: Registration will be considered confirmed once the full payment of the fee has been completed and received the receipt in the email indicated above.

For any questions related to registration, please contact us by email info@parquedelmotor.com or by phone at +34 630 93 93 93

Cancellation by the team: you will be entitled to a refund of the amounts paid only if the cancellation is notified before November 1, 2026.

Event Cancellation: In the event that the organization has to cancel the event due to force majeure or lack of quorum, the amounts paid by the teams in registration will be fully refunded, without them being able to claim additional expenses derived from the preparation of the race, travel, hotels, etc.

5. Teams and Drivers.

5.1. Team composition:

Each team will consist of a minimum of 2 and a maximum of 10 drivers for all categories.

In accordance with the competition's integrity rules, no driver may participate in more than one team simultaneously. The official list of registered participants will be closed and published once the registration period has ended.

5.2. Driver requirements:

Minimum age: All pilots must be at least 15 years old in the year of the event.

Authorizations: Pilots under 18 years of age must submit a signed authorization from their father, mother, or legal guardian along with the registration form. In exceptional cases, the organizers may request the minor's racing record or proof of prior experience.

Briefing and Accreditation: It is mandatory that at least all team leaders attend the official briefing before the race and are properly accredited to obtain their wristband or control ID.

Physical fitness: Participants must be in perfect physical and mental condition to drive a rental kart for an extended period.

5.3. Policies and restrictions

Substance Use: The consumption of alcohol and drugs by drivers and their companions is strictly prohibited on all circuit premises. The organizers reserve the right to conduct random breathalyzer tests; refusal to submit to such a test or a positive result will result in the immediate exclusion of the individual or their entire team.

Restricted areas: Only accredited drivers are allowed access to the pit and kart changing area.

6. Equipment and Personal Safety

6.1. Mandatory equipment

To participate in the event, both in the race itself and in the free practice sessions prior to the race, it is strictly mandatory that all drivers use the following technical equipment at all times while on the track:

Full-face helmet: It must be the correct size and properly fastened before setting off. It is recommended to keep the visor closed while riding to avoid debris.

Protective suit: The use of a specific karting or motorsport suit that covers the entire body is required.

Gloves: They must be specific to the practice of karting or motorsport.

Footwear: The use of karting boots is mandatory, or failing that, sports footwear that protects the ankle.

6.2. Equipment safety policies

In order to avoid entanglements or mechanical risks, the following prohibitions are established:

Loose clothing: The use of scarves, handkerchiefs or any loose clothing that may come loose or become entangled in the moving parts of the kart is strictly prohibited.

Short garments: Under no circumstances will driving in shorts or a t-shirt be allowed.

Unfolded hull: Riding with your helmet unfastened is considered a serious safety violation.

6.3. Additional recommendations

Given the 25-hour resistance nature of the product, the organization strongly recommends the use of the following additional items:

Rib protector and collar: To minimize physical fatigue and increase protection against impacts.

Outerwear: It is recommended to have thermal or warm clothing available for night driving shifts.

6.4. Communication systems:

The use of communication systems or intercoms between the driver and their pit box is authorized. However, their use is conditional upon not interfering with the organization's radio or timing systems.

6.5. Equipment Penalties

Failure to comply with the dress code will be treated as a serious offense. If a driver is found on track without the required equipment, they will be forced to stop immediately and the time penalty stipulated in section 12.2, Summary Table of Penalties, will be applied.

7. Technical Equipment: The Karts

7.1. Model and engine

The organization will make available to the teams a fleet of rental karts from the manufacturer Sodikart (model RT10 V2), equipped with 390cc Honda engines.

7.2. Kart Draw

Initial draw: The kart for the start of the race will be assigned by a draw using a dedicated app. This will take place immediately before the qualifying

session. The same kart must be used for the qualifying session to determine the starting order and the race start.

7.3. Maintenance and technical equality

Fixed configuration: All karts have the same setting and tire pressures verified by the organization.

Mechanical manipulation: It is strictly forbidden to make any mechanical manipulation or adjustment of the kart, including tire pressures. Tampering with cables or opening the engine crankcase plug will be considered mechanical tampering with the kart. Failure to comply with this rule may result in the immediate disqualification of the team.

7.4. Equipment issue management

Mechanical breakdowns: They are considered an intrinsic part of an endurance race. If a kart suffers a breakdown not attributable to the driver's fault, the organizers can replace the kart and, if the Race Director deems it appropriate, a time compensation will be applied.

Misuse or negligence: There will be no right to replace the kart or time compensation in case of breakdowns resulting from collisions, running off the track or negligent driving. In these cases, the team must wait until the vehicle is repaired and/or comply with the corresponding penalty.

Stop on the track: If the kart stops on the track due to a breakdown, the driver must not leave the vehicle until the circuit's assistance arrives to tow it to the pits.

7.5. Advertising

Advertising: Due to the constant kart rotation system, the placement of stickers or self-advertising on the karts is not permitted.

8. Weighing and Ballast

8.1. Minimum weight required

A mandatory minimum weight of 85 kg is established for each driver in the PRO category and 90kg for SPORT category drivers. This weight will always be

verified with the driver wearing their full protective gear (helmet, suit, gloves and footwear) and the corresponding ballast used during their driving session.

8.2. RFID system and verification procedure

Mandatory check: Weighing will be carried out systematically each time a driver finishes their stint, at the exact moment they get out of the kart and before leaving the technical area or parc fermé. Evading the official weigh-in will be considered a very serious offense.

RFID Technology: To ensure transparency, drivers may be identified using RFID wristbands or devices that link their identity to lap times and weigh station records. Every driver must identify themselves with their RFID wristband just before starting their stint at the device located in the pit lane. Tampering with these official systems will be considered a very serious offense.

PRO category pilots, in addition to the RFID wristband, must wear a mandatory weight wristband identifying their category for weight control.

8.3. Ballast management

Maximum load on the kart: It is permitted to compensate for the driver's weight by using lead ballast up to a maximum of 30 kg installed on the kart.

Team Responsibility: The driver and their Team Leader are solely responsible for ensuring that the kart has the correct amount of ballast installed before going out on the track.

Use of personal ballast: The use of ballast belonging to the driver is permitted provided it has been previously verified and authorized by the organizers. This ballast must be securely placed in the seat area, without being screwed in, to allow for quick rotation between karts.

Body weights that need to be exchanged between outgoing and incoming pilots will not be permitted.

8.4. Penalties for weight violations

Failure to meet the minimum weight at the end of the stint or Qualification session will result in automatic penalties as described in the Penalty Summary Table.

Recurring offense: Repeated weight violations may result in the loss of laps or exclusion from the team.

9. Sporting Format

9.1. Free practice

Free practice sessions will be available on the days leading up to the race (December 3rd and 4th). These sessions are optional and incur an additional cost per team. It allows drivers to familiarize themselves with the track and adapt to the karts' handling. The karts used in these sessions will have the same setup as those used in the race.

9.2. Mandatory briefing:

Before the start of the official event, on a date and time that will be communicated in advance through the official communication channels, a mandatory technical and sports briefing will take place. This briefing is required for team managers at least. It can be held remotely, in person, or both. It will be conducted in Spanish and English, and team representatives must be able to understand it. Attendance by all drivers is also recommended.

This meeting will cover the following details:

- The characteristics of the track and danger zones.
- The meaning of traffic lights and flags.
- The specific procedure for entering and exiting the pits to change karts.
- The absence of a team leader at the briefing may result in a ban from participating in the qualifying session or a time penalty for the team.

9.3. Qualifying session:

The qualifying session will last 10 minutes. It will be a timed session and will determine the starting order of the teams based on their qualifying times. The driver who completes the qualifying session must start the race.

9.4. Grid Formation

Once the technical and weight checks for the qualifying session are complete, the official starting grid will be published. Teams must position their karts in their assigned positions based on their times, following the marshals' instructions for the formation lap.

10. Career Procedures

10.1. Start procedure

Following the standards of major endurance races, the start will be in the Le Mans-style start format.

In this format, the start of the race is divided into the following steps:

Positioning:The karts are placed on one side of the track (the PRO category on the finish line and the SPORT category on the opposite straight of the finish line), aligned diagonally according to the order obtained in the classification.

The drivers: The drivers starting the race are positioned on the opposite side of the track, in front of their respective karts.

The signal:The start will be signaled by the movement of the Spanish flag.

The action:When the signal is given, the drivers must run towards their karts, get in on the opposite side from the engine and start accelerating once seated.

Critical safety standard:The driver must be fully seated in the seat before pressing the kart's accelerator.

Penalty: Pressing the throttle while not fully seated will result in a penalty of one lap.

10.2. Stint duration

To ensure the safety and rest of the participants during the 25 hours, the following limits are established:

Maximum time: No driver may remain on track continuously for more than 75 minutes for the Pro category or 60 minutes for the Sport category. This time is counted from the pit exit (*Pit Out*) until the pit lane entrance (*Pit In*).

It is the responsibility of the teams to monitor their own stint times, and no claims will be accepted for any eventuality in the timing transmission system that prevents the viewing of the teams' stint times.

Double stints prohibited: It is strictly forbidden to perform double stints without carrying out the driver change and the corresponding kart change.

Minimum time: A minimum track time of 5 minutes per stint is established to ensure fluidity in the pit lane and safety during gear changes.

Penalty: Failure to comply with stint times (excess or deficiency) will be penalized with the loss of 2 laps or an equivalent time penalty.

10.3. Minimum pit stops.

Teams in the PRO category must make a minimum of **31 pit stops** throughout the 25-hour race.

Teams in the SPORT category must make a minimum of **36 pit stops** throughout the 25-hour race.

Mandatory change: On each pit entry to comply with the 31 minimum stops in PRO category and 36 minimum stops in SPORT is Changing karts and drivers is mandatory..

10.4. Refueling

Fuel condition: Each team will receive a kart with the full tank each stint. The event staff will refuel the karts in the refueling area. This refueling will take place immediately upon the driver entering the pits and before they exit their kart. The driver must stop at the entrance to the kart-changing hall, where the organizers will fill the tank. Once full, the driver will then move the kart to the row of their assigned color and leave the pits.

A high-flow refueling nozzle will be available at the refueling area. Managing refueling queues is the responsibility of the team and therefore a race risk that they must consider. No claims will be accepted for refueling queue delays that cause delays in leaving the pits, unless due to negligence on the part of the organizers.

Prohibition: It is absolutely prohibited to open the fuel tank cap at any moment by the team member; only authorized personnel can handle it.

10.5. Race classification

During the 25 hours, the ranking will be based on the most number of completed laps.

A checkered flag will be displayed as the leading team crosses the finish line once the scheduled duration of the 25-hour race has been completed.

In case of a tie in laps, the order will be determined by the order of crossing through the finish line.

The qualifying results will be available in real time via screens at the circuit and the official *Live Timing* system.

11. Pit Stops

11.1. Minimum pit lane time

The minimum time spent in the pits is two minutes and thirty seconds (2'30''). This is considered sufficient time to refuel, change karts, and check in with RFID wristbands calmly, without causing dangerous situations in the pits due to rushing.

Failure to comply with the minimum pit time will be penalized according to the Summary Table of Penalties set out in point 12.2 of these regulations.

11.2. Time management and responsibility

Measurement points: The 2:30 minute time is strictly counted between the Pit In line and the Pit Out line of the pit lane.

Time management: It is the sole responsibility of the team to monitor the duration of their stop. The use of a manual stopwatch is strongly recommended, as the *Live Timing* systems depend on an internet connection and are not considered official tools for this purpose.

Pit Stop Tracking: The team must keep its own count of mandatory pit stops. Failure to make all required pit stops before the pit lane closes will result in a 5-lap penalty for each missed stop.

11.3. Operations in the Pit Stop area

Authorized personnel: During each pit stop, only two team members of the team are allowed in the changeover area: the driver finishing the stint and the driver preparing to start the next one.

Order of arrival: Karts must strictly adhere to the order of entry into the pit area. Upon arrival and after refueling, the driver must place their kart in the last position of the designated color row, avoiding any collision with vehicles already parked.

The incoming driver will get into the kart that is in the first position of the row of the color assigned to their team at that stop.

Equipment transfer: The outgoing driver is responsible for removing their ballast from the kart, and the incoming driver is responsible for securely placing theirs. The organizers will only handle the transponder or race number change, if necessary.

11.4. Speed and Safety in the Pit Lane

Speed limits: Transit through the pit lane must be at reduced speed (reference 20 km/h). Failure to comply with this rule or reckless driving in the pits will result in a one-lap penalty. A violation of this rule will be considered to have occurred if the radar registers the kart's speed in red upon crossing the Pit In line.

Protections: Hitting the pit area protections is strictly prohibited; doing so after a prior warning will result in a time penalty.

11.5. Pit Lane Closure

Access to the pit lane for valid pit stops will be closed 15 minutes before the 25-hour race time is up.

Restrictions: Any pit entry made after this time will not count towards the mandatory pit stops, nor will a change of driver or kart be allowed to be valid for the purposes of the regulations.

11.6. Neutralizations and Boxes

In case of neutralization by *Safety Kart* the pit lane will remain closed for safety reasons, unless Race Direction indicates otherwise.

12. Driving and Behavior Rules

12.1. Principles of sportsmanship

Fair play and good sportsmanship among participants must be the prevailing theme throughout the 25-hour race. Results and competitive spirit should not overshadow respect for other drivers; clean driving must always take precedence. By registering, all drivers agree to abide by the Race Direction's instructions and comply with the circuit's rules of use.

12.2. Right to the racing line and overtaking

Inside line: A kart is considered to have gained the inside line when it clearly occupies the inner half of the track before the turning point and its front axle reaches at least the height of the rear axle of the kart in front of it. In this situation, the outside driver must yield to their line to allow overtake without pushing.

Outside line: When the overtake driver gains sufficient position on the inside before the apex, the kart being overtaken cannot maintain the outside line if it forces the driver overtaking to brake, move off the line, or touch the kart protections. The driver being overtaken must concede space and prepare the counterattack for the next straight.

12.3. Defending position and changing direction

Single maneuver: Only one change of trajectory is allowed to defend the position. Moving in the braking zone is strictly prohibited if the attacker has already pulled alongside.

Minimum space: At all times, at least the width of a kart must be left if there is a significant part of another vehicle to one side.

Prohibitions: Systematic blocking tactics, zig-zagging, or reactive changes of trajectory to prevent overtaking are considered unsportsmanlike conduct.

12.4. Contacts and collisions

Hitting from behind: It is strictly forbidden to hit another participant from behind, including lapped or slower drivers.

Advantageous contacts: Any contact that results in a gain or loss of position for a third party will be penalized. In these cases, Race Direction may order the immediate return of the position.

Severity: Contacts caused by pushing during braking or changes of direction will be considered serious offenses.

12.5. Track Limits

The official track limits are marked by white lines. A driver is considered off the track when all four tires completely cross this line. Use of the kerbs is permitted as long as this limit is not exceeded. Shortcuts or intentional impacts with barriers placed to prevent cuts will be penalized.

The briefing will highlight the points on the track that will be specially monitored, where track boundary violations, both inside and outside, will be checked.

12.6. Rejoining the track

From off the track: If a driver goes off the track, they must return to the asphalt parallel to the track, at a safe speed and without crossing the racing line in a way that endangers others. pilots or give him an unfair advantage.

From the pits: The pit exit lines must be respected and drivers must join the track respecting drivers already in the track. Any dangerous track entry will be penalized.

12.7. Collaboration on track

Going in a group or "train" is a common part of the race. However, coordinated team blocking to benefit a third party is prohibited. When blue flags are displayed, drivers are advised to give way to the race leaders as quickly as possible.

13. Security and Neutralizations

13.1. Meaning of the signaling (Flags and Lights)

It is the responsibility of all drivers to know and respect the flag code. Failure to do so is considered a serious safety offense.

Yellow Flag: Indicates an incident or hazard on the track. It is mandatory to reduce speed, raise your hand to warn drivers behind you, and overtaking is strictly prohibited in the affected area.

Green Flag: Indicates that the track is clear and the danger or neutralization zone is over.

Red Flag: Indicates the immediate stoppage of the race due to a serious accident or extreme weather conditions.

Black flag with orange dot (accompanied by the number): Indicates a mechanical failure in the kart. The driver must go to the pits immediately.

White and Black Flag (accompanied by the number): Warning or advance warning of sanction for unsportsmanlike behavior.

Black Flag (accompanied by the bib number): Immediate exclusion from the race for dangerous driving or recidivism.

Checkered Flag: Race over.

13.2. Neutralization Procedure (SC / SLOW)

In case of incidents that do not require stopping the race but do require regrouping the peloton for safety:

Activation: Yellow electronic flags with the letters SC will be displayed "Safety Car" throughout the circuit.

No overtaking: Overtaking is not permitted under any circumstances while the flags are displayed on the track. Gaining a position during this period will result in a 3-lap penalty.

Pit Lane Closure: The pit lane will remain closed during the neutralization period unless otherwise instructed by Race Control. Pit stops made just before activation may be invalidated if not completed before the signal.

Restart: Before the race resumes, the yellow electronic flags with the letters SC "Safety Car" *they will turn off* The official restart will be signaled by a green flag from the finish line.

13.3. Red Flag Procedure (Race Suspension)

If the race must be stopped completely:

Stopping: Karts must slow down and head towards the finish straight, stopping in single file according to the marshals' instructions.

Parc Fermé: During the red flag, parc fermé conditions apply: no one can touch the karts and only the driver who was performing the stint can remain next to the vehicle.

Time calculation: Red flag stop time will still count as race time within the total 25 hours, unless Race Direction decides otherwise.

Resumption: The order of the last complete lap before the interruption will be used as the reference point. The race will restart after the *Safety Kart*.

13.4. Breakdown on Track

If a go-kart stops in a dangerous area:

The driver must not get out of the vehicle for safety reasons, unless there is an imminent risk of fire, and must wait for assistance.

The organizers will tow the kart to the pits. If the breakdown is not the driver's fault (purely mechanical), the stop will count towards the minimum of 31 pit stops, and a change of kart and driver will be permitted. If it is due to misuse, the team must wait for the repair, and the stop will not count towards the mandatory pit stop requirement.

14. Penalties and Claims

14.1. Classification and Application

The penalties will be determined by Race Direction, based on reports from the stewards and timing systems. As a general rule, time penalties will be applied at the team's next mandatory pit stop, while lap penalties will be deducted from the total score either immediately or at the end of the race.

14.2. Summary Table of Penalties

Infraction	Penalty	
Weight: between 0 and 2 kg below the amount stipulated for the category	+60 seconds at the next stop	
Weight: more than 2 kg below the amount stipulated for the category	+3 minutes at the next stop	
Weight violation in Qualifying	Cancellation of all laps in the session	
Leave the pits before 2:30 min	Time remaining until 2:30 plus 30s penalty	
Exceed the maximum stint	Deduction of 2 laps	

Do not change pilot at the stop	Deduction of 1 lap	
Le Mans start: Accelerate before you're seated	Deduction of 1 lap	
Failure to complete mandatory stops	Deduction of 5 laps for each missed stop	
Excessive speed in the Pit Lane (>20 km/h)	+20 seconds in the pits	
Ignore yellow flag or SLOW situation	Deduction of 3 laps	
Dangerous or unsportsmanlike conduct	Deduction of 1 to 3 laps or direct exclusion	
Failure to comply with mandatory equipment	Deduction of 5 laps	

14.3. Exclusion Penalties

Certain offenses will result in the immediate expulsion of the driver or the entire team, without any right to a refund of the registration fee:

- Alcohol or drug use by pilots or passengers.
- Refusing to take a breathalyzer test.
- Participation of a driver in two teams simultaneously.
- Serious disrespect towards the organization's staff or commissioners.
- Technical manipulation of the kart or the RFID ballast systems.
- Serious unsportsmanlike conduct such as grabbing/holding another kart.

14.4. Claim Procedure

To ensure an orderly and professional process during the test, the following protocol is established:

Contact person: Only the Team Leader may address the Race Director to file a complaint.

Procedure: The claim must be submitted in writing using the official form of the dossier attached to the last page of these regulations, indicating the following:

- Kart number
- Pilot implicated
- Approximate return
- Clear description of the incident

Time limit: Maximum 15 minutes from the end of the stint of the driver involved.

Deposit: A deposit of €200 must be paid for each claim.

- If the claim is accepted, the full amount will be refunded.
- If it is dismissed, the organization will retain the bond.

Limitations: No claims will be accepted regarding race incidents of an interpretative nature (touches, overtaking, etc.), except in cases of clear or repeated unsportsmanlike conduct.

Resolution: The Race Management will resolve in the shortest possible time without stopping the development of the test.

Sovereignty: The decisions of the Race Management will be final and unappealable.

15. Final Ranking and Prizes

15.1. Win criteria

The overall winning team of the 25 hours will be the one that completes the most laps during the regulation time and crosses the finish line in first position after the checkered flag once the 25 hours of racing have been completed.

In case of a tie in the number of laps, the position will be determined by the order of passage through the finish line on the final lap.

15.2. Podium and Trophy Ceremony

Separate classifications will be established for each of the categories defined in section 2.2 (PRO, SPORT). Final results and trophy presentation will be subject to technical and weight checks following the race.

Trophies by category: Trophies will be awarded to the first three ranked teams in each category (1st, 2nd and 3rd).

15.3. Special recognitions

In addition to the overall ranking, the organization will award the following additional recognitions:

Fastest Lap of the Race (*Fastest Lap*): To the driver who manages to set the best lap time during the 25 hours of competition.

Pole Position: Recognition for the team that obtains first place in the Qualifying session.

15.4. Final Verifications and Publication of Results

Parc Fermé: After the race, the karts must proceed directly to the weigh-in and parc fermé area. No driver or team member may touch the vehicles until the marshals have completed the final checks.

Validation: The results displayed on the screens at the end of the 25 hours will be considered provisional. The ranking will become final once the appeals period has expired and the validity of the weights for the last stints has been confirmed.

16. Weekend Schedule

Thursday, December 3:

From 4:00 PM to 8:00 PM: Unofficial training sessions (€25 / 10 minutes)

Friday, December 4:

From 10:00 a.m. to 7:00 p.m.: Unofficial training sessions (€25 / 10 minutes).

From 7:30 p.m. to 8:30 p.m.: Test briefing

Installation and arrangement of equipment in pits is permitted.

Saturday, December 5:

- 9:30 AM - Kart raffle + Qualifying (first stint)
- 10:30 a.m. - Pilot presentation
- 11:30 a.m. - Grid formation
- 12:00 h - Race start

Sunday, December 6

- 13:00 h - Checkered flag (end of the 25 hours)
- 1:30 p.m. onwards - Checks and trophy presentation

Any changes will be announced via the official WhatsApp channel.



FORMULARIO OFICIAL DE RECLAMACIÓN

Equipo:	
Jefe de Equipo:	
Número de Kart:	
Piloto implicado:	
Hora de carrera (hh:mm):	
Fecha:	

DESCRIPCIÓN DE LA RECLAMACIÓN:

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PRUEBAS APORTADAS (opcional):

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Firma Jefe de Equipo:	
Hora de presentación:	