

RULES (up dated to 9 October 2026)

Mini Gr.3 – Mini U10 - KZ2 – OKNJ - OKN

Art. 1 - Organization

Parma Motorsport Srls, holder of ACI Karting N. 507214, headquartered at 43126 Roncopascolo (Parma-Italy) Via Calzolari 61 . organize the event **54° Trofeo delle Industrie** in South Garda Karting Lonato - Italy) that will take place from **12 – 15 November 2026** co-organizer So.Fin.Pa lic.N. 513010.

The event is entered in the 2026 International FIA Calendar and Enpea Series National Sporting Calendar Aci 2026.

For the international categories, all Drivers, Entrants and Officials participating in Race undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the General Prescriptions applicable to the FIA KARTING Karting international Events and Championships, Cups and Trophies («the General Prescriptions»), the FIA KARTING Technical Regulations, these Sporting Regulations and the Events Supplementary Regulations.

For the Mini Gr.3, OKNJ,OKN category, all Drivers, Entrants and Officials participating in the event undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the National Sporting Code for category Mini Gr.3 Mini - U10 – OKNJ - OKN ACI KARTING national technical regulations all observe these Sporting Regulations and the Events Supplementary Regulations.

Art. 2 - Admitted Entrants and Drivers

International category KZ2

All Entrants must hold International Entrant Licences and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA.

All Drivers must hold International Driver Licences and the necessary authorisations (visas) issued by their ASNs affiliated to the FIA.

The International Driver Licence grades required per category are as follows :

KZ2 : International Driver Licence of Grade **E**

National category Mini Gr.3 – Mini Gr. 3 U 10 – OKNJ – OKN

All competitors must have the Competitor's License and the necessary authorizations issued by their FIA affiliated ASNs.

All drivers must have National Mini license or National license of their country with the necessary authorizations issued by their affiliated ASNs to the FIA.

OKNJ : National licence or International licence Grade **G**

OKN : National licence or International licence Grade **F** - National licence or International licence Grade **E**

MINI Gr.3 U10 years 8-10 (born from 01/01/2016) National licence

MINI Gr.3 years 10-12 : National licence

All drivers must have a Mini National License from their country with the necessary authorizations issued by their ASN affiliated to the FIA.

Drivers participating with an International **G** License must not be 13 years old.

Art. 3 Admitted Classes

KZ2 : International Technical Rules FIA Karting 2026

Mini Gr. 3 – Mini Gr. 3 Under 10 : National Technical Rules ACI KARTING 2026

OKNJ-OKN : National Technical Rules ACI KARTING 2026

Art. 4 - Entries

Entry Opening date 12 October 2026

Entry Closing date 6 November 2026

Registrations must be done online on the website www.trofeodelleindustrie.it

Organization will accept the entries with these rules:

KZ2	Max 72
Mini Gr.3	Max 54
Mini Gr.3 -U10	Max 54
OKNJ	Max 72
OKN	Max 72

The competition number will be assigned by the Organizer.

The Entrants have the faculty to replace within the terms of the Administrative Checking the drivers already entered.

The list of accepted registrations will be published on the website www.trofeodelleindustrie.it

Art. 5 - Entry fee and payment

For all category **€ 540,00** including VAT and service

The entry fee must be paid credit card following the instructions on the site www.trofeodelleindustrie.it

The invoice of entry will be made only to the entrant.

The entry fee will not be refunded after the entry list has been published on the website www.trofeodelleindustrie.it

Art. 6 - Track Length And Capacity

The track of South Garda Karting has a length of mt. 1200 , clockwise

The capacity of the track is of max 36 Karts in eliminatory phases , N. 36 in final phases and N. 45 practice.

Art. 7 - Briefing

Before they can be allowed to continue the meeting, a mandatory fine of 260 Euros which must be paid to the Stewards of the Event will be inflicted on any Entrant and Driver who do not attend the Briefing.

Art. 8 - Administrative Checking

All documents : concurrent license, driver license, medical certificate, Visa documents and authorization parents for minor must be uploaded online at the time of registration.

The documents will be checked electronically in the days preceding the race.

All competitors must present at the sporting checks. In the sporting verification they will have to deliver the registration form signed in original and the technical passport signed in original.. The responsibility for the possession of the international requirements for admissibility to the tender will be solely of the Competitor. Competitors are given the right to change the brand of the chassis / or engine declared at the time of registration. The changes must be made on the technical passport at the sporting checks.

Art. 9 - Scrutineering

The Entrants will have to declare during the Sporting Checks that the material used during the competition is in compliance with the 2026 CIK-FIA Regulations

The declared material will be verified at Scrutineering and can be verified in every moment of the competition. Drivers must be able to show, when requested by the Technical Scrutineers, the homologation forms for the material presented in the sporting checks.

With a decision of Stewards of The Meeting , the Scrutineers are authorized to substitute the Entrants ignition system with the system supplied by the organization Aci Sport. The new ignition must be of the same make and type of those used by Entrant.

Driver's equipment must fully comply with FIA Karting Technical Regulations.

KZ2 – Mini Gr.3/U10- OKNJ-OKN

For the event the Drivers can use the following material:

- a) Chassis: max 2 models of the same make is to be specified by the Entrants on their registration, in line with the FIA KARTING Technical Regulations 2026. The material will be identified at Scrutineering (location and time to be indicated in the timetable).
- b) Engines: max 2 models of the same make is to be specified by the Entrants on their registration, in line with the FIA KARTING Technical Regulations 2026. The material will be identified at Scrutineering (location and time to be indicated in the timetable).

Identification will take place via barcode labels provided by the organizer during sports verification.

The label must be applied following the instructions included in the envelope.

- Barcodes must be intact and legible for the duration of the event.
- It is forbidden to apply material or any other product on the barcodes. The responsibility for the integrity of the barcodes will be for the entire duration of the Competitor's event.

c) Type of exhaust FIA homologation:

- **KZ2** : Exhaust silencer model with valid FIA KARTING homologation.
- **Mini Gr.3**: exhaust mandatory as described in Technical Drawing RDS ACI SPORT KARTING 2026

Mini Gr.3 : The revolutions per minute (RPM) and the clutch will be checked with the system "UNILOG" provided by Aci Sport only for Mini

Art. 10 – Tires

Distribution : At the respective category and according to the timetable, a voucher must be acquired from the tyre Manufacturer/Distributor.

VEGA : Purchase tires vouchers at the Vega truck in the paddock area for category KZ2.

MG : : Purchase tires vouchers at tent MG near in the paddock area for category Mini Gr.3- OKNJ-OKN

Tyres will be distributed and allocated by random draw in the Parc-Fermè.

The tires delivered will be stored and managed under the competitor's responsibility.

Tyres will be controlled with the "Barcode" system during the Qualifying Practice, Qualifying Heats, Pre-final and Final.

Each driver must use, for the official qualifying tests, the preliminary heats, repechage, the pre-final and final the following types of tires.

Category	SLICK	RAIN
KZ2	VEGA XM4	VEGA W6
Mini Gr.3 -U10	MG SC2	MG SCW2
OKNJ-OKN	MG SH2	MG SW2

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It is mandatory to use new tyres in the Qualifying Practice.

The measuring device MiniRAE Lite of the company "RAE Systems Inc. (USA)" will be used for the Qualifying , Qualifying Heats, Second Chance Heat and Final Run to check the conformity of the tyres with the regulations.

CATEGORY KZ2 – OKNJ - OKN

SLICK Tyres N. 1 Set (max).

A set is composed of N. 8 Tyres: four front tyres and four rear tyres.

Each driver will choose four tyres among his eight ones for each race.

RAIN Tyres (*) N. 2 Set (max), defined as :

N. 1 Set composed of N. 6 Tyres: three front tyres and three rear tyres.

N. 1 Set composed of N. 4 Tyres: two front tyres and two rear tyres ,
set optional only if requested by the competitor.

(*) distributed only if weather condition will impose their use.

CATEGORY MINI GR.3 – Gr.3 U10

SLICK Tyres N. 1 Set (max).

A set is composed of N. 6 Tyres: three front tyres and three rear tyres.

Each driver will choose four tyres among his six ones for each race.

RAIN Tyres (*) N. 1 Set (max).

N. 1 Set composed of N. 6 Tyres: three front tyres and three rear tyres.

(*) distributed only if weather condition will impose their use.

Art. 11 - Fuel

Gasoline (KART RON102) will be distributed directly on the track by **PANTA SPA** in 25 Lt containers. The fuel's conformity is checked using comparison equipment with a sample taken by PANTA. The Stewards, after consulting with the Technical Stewards, also have the right, at their discretion, to order the replacement of the entire contents of the tank with a mixture of gasoline taken from the above-mentioned distributor and oil of the brand and percentage declared by the competitor.

Art. 12 – Official Free Practice

All Drivers must run in the Official Free Practice.

No more than 36 karts will be allowed on the track during these practices.

Art. 13 - Development of Race

Qualifying Practice

For each class, an official qualifying practice session lasting a maximum of 6 minutes (six minutes) is scheduled. Each driver is required to complete a minimum of 3 (three) timed laps.

A driver who fails to complete the minimum of 3 timed laps will be penalized with the cancellation of their Qualifying Practice

For each class, an official qualifying practice session lasting a maximum of 6 minutes (six minutes) is scheduled.

Each driver is required to complete a minimum of 3 (three) timed laps.

A driver who fails to complete the minimum of 3 timed laps will be penalized with the cancellation of their best time. A driver who engages in conduct intended to impede another driver will be penalized with the cancellation of all times set during the qualifying session. In the event of rain or a wet track, the Stewards, after consulting the Race Director, may reduce the mandatory minimum number of timed laps for each driver by 1 (one) lap. A driver who fails to complete the minimum number of laps and/or does not have a valid time will be assigned the last position in the standings. In the event that multiple drivers fail to complete the minimum number of laps and/or have no valid time, the positions will be determined by drawing lots.

Drivers who have passed the official checks and free practice sessions take part in the official qualifying sessions and, if necessary, are divided by the Stewards into two or three groups. A maximum of 36 drivers are allowed on the track at any one time in each session. Each driver chooses when to start their session, and the start of their session is considered valid if the driver has crossed the one-way line drawn at the exit of the pre-grid; the lap is considered valid if it is completed. The valid qualifying time is the best achieved during their session. In the event of a tie, the second-best time is considered, and so on. The final qualifying session ranking is determined as follows: In the case of a single session, the grid is determined by the qualifying session ranking, drawn up in ascending order of the best lap time achieved by each driver. In the case of two or more heats, the ranking is determined as follows: (in the case of two heats), 1st place goes to the first-place finisher of the 1st heat (fastest overall time); 2nd place goes to the first-place finisher of the 2nd heat; 3rd place goes to the second-place finisher of the 1st heat; 4th place goes to the second-place finisher of the 2nd heat; 5th place goes to the third-place finisher of the 1st heat; and so on. If a driver has no qualifying time, he or she is assigned the last position in the ranking. If there are multiple drivers without a qualifying time, the positions are determined by drawing lots. Mechanics are not permitted to assist their drivers if they have crossed the no-return line marked at the pre-grid exit. A driver who stops in the repair area or parc fermé is prohibited from restarting.

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QUALIFYING HEATS (OKN – OKNJ – KZ2 12 laps / Mini GR 3 / U10 8 laps)

a) Number of verified drivers equal to or less than 36

Drivers will compete in three qualifying heats.

The starting order for the first heat is determined by the rankings after the official qualifying practice.

The starting order for the second heat is determined based on the finishing order of the first heat.

The starting order for the third heat is determined based on the finishing order of the second heat.

The following penalties are assigned to each heat, at the end of which drivers are classified according to the number of laps completed:

- 0 for 1st place
- 2 for 2nd place
- 3 for 3rd place and so on with increasing penalties.

Drivers who have not completed all of the scheduled laps after the start, even if they have not finished the heats, must be classified according to the number of laps actually completed.

If a driver fails to start a heat (regardless of the reason), they receive a number of penalties equal to the number of participating drivers, plus one.

If a driver is shown the black flag or is disqualified, they receive a number of penalties equal to the number of participating drivers, plus two.

At the end of the Qualifying Heats, an intermediate ranking is drawn up. In the event of a tie between two or more drivers, this ranking is based on the best overall position in the official qualifying practice.

All drivers, based on the intermediate ranking after the Qualifying Heats, are admitted to the Prefinal.

b) Number of verified drivers equal to 37 or more

After the official qualifying trials, the drivers must be divided into groups (A, B, C, etc.) taking into account the capacity of the track and the number of verified drivers (maximum 18 drivers per group).

Drivers are assigned to these groups based on the rankings from the official qualifying trials: for example, in the case of four groups, the first-place driver starts in group A, the second in group B, the third in group C, the fourth in group D, the fifth in group A, the sixth in group B, the seventh in group C, etc.

Each group must compete against each of the other groups.

In case of 4 groups the Qualifying Heats are as follows:

1° B with C	4° A with C
2° A with D	5° C with D
3° B with D	6° A with B

The starting order for each heat is always established based on the rankings of the official qualifying trials.

The following penalties are assigned to each heat, based on the order of arrival:

- 1st: 0 penalties;
- 2nd: 2 penalties;
- 3rd: 3 penalties, and so on, progressively increasing by one penalty.

If a Driver fails to start one of the heats (for any reason), he or she receives a number of penalties equal to the number of participating Drivers in Groups A and B plus 1 (A+B+1).

If a Driver is shown the black flag or is disqualified, they will receive a number of penalties equal to the number of participating Drivers in Groups A and B plus 2 (A+B+2). Drivers who have not completed all the scheduled laps after the start, even if they have not finished the heats, must be classified according to the number of laps actually completed.

At the end of the group matches, an intermediate ranking is drawn, and in the event of a tie between two or more Drivers, the higher position in the overall ranking of the official qualifying practice will be decisive.

The top 72 Drivers after the group matches are admitted to Prefinal A and Prefinal B.

PREFINAL (OKN – OKNJ – KZ2 16 Laps / Mini GR3/U10 10 Laps)

At the end of the Qualifying Heats, depending on the number of verified drivers, the following will be held:

- Case a) Prefinal (Number of verified drivers equal to or less than 36)

· Case b) Prefinal A and Prefinal B (Number of verified drivers equal to or greater than 37)

Case a) Prefinal

At the end of the Prefinal, based on the order of arrival, the Drivers will be assigned the following penalties:

- 1st: 0 penalties;
- 2nd: 2 penalties;
- 3rd: 3 penalties, and so on, progressively increasing by one penalty.

If a Driver fails to start (for any reason), he or she will receive a number of penalties equal to the number of Drivers participating in the Prefinal plus 1 (PF +1).

Any driver who is shown the black flag or is disqualified will receive a number of penalties equal to the number of drivers participating in the Prefinal plus 2 (PF + 2).

A driver who has not completed all the scheduled laps after the start, even if he or she has not finished the Prefinal, must be classified according to the number of laps actually completed. At the end of the Prefinal, a general classification is drawn up by adding together all the penalties incurred by each driver in the Prefinal and Qualifying Heats they competed in.

In the event of a tie between one or more drivers, the higher position in the overall classification from the official qualifying practice will be decisive.

All drivers classified based on the general classification will be admitted to the Final.

Case b) Prefinal A and Prefinal B

The drivers classified in the two Prefinals will be distributed as follows:

Based on the intermediate rankings of the group matches, the top 72 drivers will be admitted to the two Prefinals and will be distributed as follows:

The first-place driver starts in Prefinal A, the second in Prefinal B, the third in Prefinal A, the fourth in Prefinal B, the fifth in Prefinal A, the sixth in Prefinal B, etc.

For each Prefinal, the following penalties will be assigned based on the order of arrival:

- 1st: 0 penalties;
- 2nd: 2 penalties;
- 3rd: 3 penalties, and so on, progressively increasing by one penalty.

If a driver fails to start one of the Prefinals (for any reason), he or she will receive a number of penalties equal to the number of drivers participating in Prefinal A plus one (PF A + 1).

Any driver who is shown the black flag or is disqualified will receive a number of penalties equal to the number of drivers participating in Prefinal A plus 2 (PF A + 2).

Drivers who have not completed all the scheduled laps after the start, even if they have not finished the Prefinal, must be classified according to the number of laps actually completed.

At the end of the PREFINALS it will be drawn up a general ranking adding up all the penalties given to every driver in the PREFINALS and qualifying heats, in case of ex-aequo between two or more drivers, the best position in the general classification of the Qualifying Practice will be taken into account.

The top 36 drivers in the general classification will be admitted to the Final.

FINAL (OKN – OKNJ 18 Laps – KZ2 20 Laps / Mini GR3/U10 10 Laps)

Thirty-six drivers will qualify for the Final, and the starting grid is determined by the overall standings at the end of each Prefinal or Prefinals A and B.

Art. 14 - Awarding

The first 3 Drivers of each class will be awarded.

Awarding will be held 15 November 2026 from 17,00 at the podium paddock zone.

The presence to the awarding is compulsory with suits.

The **Carlo Fabi Trophy** will be assigned, among the first classified in the final in the five categories, to the driver who will have the best placement in the pre-final, and in the event of a tie, in order, the penalties in the ranking of matches / heats and in in case of further parity, the position in the qualifying times; in the event of a further tie, the gap in the final from the second classified driver.

Art. 15 - Other disposition

The Pre-Grid will close in all cases 5 minutes before the time fixed for the start. The start of the 5 minutes time for the access to the grid will be signalled by a siren sound. Each doubled Driver will be shown a blue flag with a red cross along with his/her race number. In this case, the doubled .

Driver must reach immediately the servicing park (only in Prefinal and Final). He will be qualified according to the number of laps he will have actually run. Drivers not respecting the orders given through the above flag signalling will be excluded from the race by being shown the black flag with their race number.

Art. 16 - Access to the Tyres Servicing Parks

Access to the Tyres Servicing Parks is admitted solely to the Driver, to his kart and to the authorised Assistant Mechanic.

Art. 17 – Technical Passes

The Entrants will receive the following passes :

1 Entrant pass, where the concurrent is not also the Driver

1 Driver pass

2 Mechanics passes, of which 1 giving access to the servicing parks

Art. 18 - Official Rules language

The Italian Text is the authentic one.

"APPENDIX A"

For all categories it will be forbidden to start the engines in accordance with the FIA KARTING Regulations General Prescriptions art. 2.14 lett. Q.

Art. 2.14 - (GENERAL REQUIREMENTS)

Q. It is forbidden to ride motorcycles, scooters or other motorized devices in the Paddock. The starting, running in, warming up or testing of kart engines in the paddock and in the reserved areas (see article 20 of the international sporting code) is strictly prohibited. Violators will be penalized by a fine of at least € 250. In case of repeated violations, the marshals may disqualify the affected driver from the competition. In application of article 12.2.3 of the Code, appeals against the stewards' decisions do not have suspensive effect when, during the same competition, a further violation is committed which justifies the Disqualification of the same Competitor.

"APPENDIX B"

Art. 30.2 R.D.S. KARTING 2026 "General safety - paddock and other areas"

In the paddock and inside the permanent circuits, speed is limited to a "walking pace".

Outside the track, properly so called, it is forbidden for Drivers, mechanics and assistants to circulate with karts, motorcycles, scooters, other motor vehicles.

The use of vehicles by children and/or people without a driving license is also prohibited, the use of scooters, skateboards and similar means of transport, the use of any means of transport without adequate insurance as required by Italian law.

In the event of a breach of this provision, the Stewards of the Meeting must adopt, a responsibility of the Tenants concerned, the disciplinary measures envisaged by RSN art. 216 bis.

In the area assigned to them in the paddock under their direct responsibility, Competitors/Drivers must have at their disposal at least one hand-held fire extinguisher of adequate capacity (4 litres), loaded with the extinguishing agents envisaged by Annex J of the CODE positioned so as to be easily accessible and usable.

"APPENDIX C" (Anti-Launch System in MINI)

Rear wheel protection (Anti-Launch System): Rear wheel protection devices (FIA Karting-homologated Anti-Launch System)—a new safety device designed to limit the risk of the kart lifting off the ground in the event of an accident—will be mandatory for the national Mini GR3 and Mini GR3 U10 categories.

"APPENDIX D"

"In the event of a race suspension via red flag, the restart order may be determined based on the standings at the last sector (defined as a partial timing checkpoint) where it is possible to establish a classification for the session prior to its interruption. The final race classification, however, is determined by the finishing order of the new race segment—from the restart to the chequered flag. Consequently, the two race segments are not aggregated. Any penalties incurred by the driver during the first race segment will be directly applied to the final classification." (Art. 22 RDS Karting)