

OPEN FRENCH SUPERKART CHAMPIONSHIP 2017

ARTICLE 1. ORGANISATION

1.1 The FFSA is the organiser of the Open French Superkart Championship (Championnat de France Open de Superkart).
In case of items not specifically covered by these regulations, the provisions of the International Sporting Code and the CIK/FIA Sporting and Technical regulations shall apply.

1.2. The Open French Superkart Championship consists of a series of 5 events:

1.3.

20 and 21 April	Magny-Cours (58)	Creventic/FFSA
20 and 21 May	Lédenon (30)	ASK Nîmes-Lédenon
24 and 25 June	Nogaro (32)	ASA Armagnac-Bigorre
7 and 8 October	Dijon (21)	H.V.M.
28 and 29 October	Le Mans (72)*	ACO

*European Championship round.

The FFSA reserves the right to change this calendar and/or to replace an event.

1.3. TIMETABLE AND SET UP IN THE PADDOCK

1.3.1. The timetable of each event shall be sent to entered drivers.

1.3.2. Drivers participating to the Open French Superkart Championship must necessarily set up in the paddock starting from Friday, according to the identification plan previously defined and sent by the FFSA to organisers, officials of the class and drivers having confirmed their participation. The Magny-Cours event taking place in the middle of the week, the paddock will be open from Wednesday onwards for this event. When registering for the Championship, drivers shall be required to declare the surface of their structure for the year.

The place and surface, as defined by the FFSA, shall not be modified by drivers without prior authorisation. The organiser and the FFSA, as the case may be, reserve the right to modify the paddock plan.

1.3.4. The meeting shall be officially inaugurated by the first free practice session, according to the event timetable.

1.4. SCRUTINEERING

1.4.1. Equipment registration shall take place in the designated area of the circuit, according to the official timetable defined for each event.

At each event, during equipment registration, chassis and possibly the main components of engines shall be marked.

Drivers shall be allowed to change their equipment after identification up to the start of qualifying sessions. Changed parts shall undergo scrutineering again.

1.4.2. Administrative checking, clothing checking and verification of drivers' and mechanics' licenses shall start on Friday, at 2 pm or, in alternative, according to the event timetable.

A fire extinguisher in working conditions and compliant with the National Sporting Regulations shall be exhibited.

ARTICLE 3. COMPETITORS AND DRIVERS

3.1. LICENSES

The Open French Superkart Championship will be open to any driver over the age of 18 years holding a valid international "Entrant/competitor" driver's license, grade C minimum.

Please note that to compete in the meeting to be held in Le Mans, which is also included in the CIK-FIA European Championship, a valid grade B international "Entrant/competitor" driver's license shall be required as a minimum upon registration.

Mechanics and kart movers must possess a suitable valid license (see the relevant national sport authority rules (ASN)). This is compulsory in particular to access the pre-grid or grid area, where such a document needs to be exhibited. (Art. 7.1.1)

3.2. ADMITTED DRIVERS

- 3.2.1. A maximum of 60 drivers shall be admitted to each event.
- 3.2.2. Drivers registering for the entire Open French Superkart Championship shall be accepted first, based on the registration order on www.ffsa-karting.org Web site, within the limits of available places.
Drivers registering for a single event shall be accepted based on the registration order on www.ffsa-karting.org Web site and within the limits of available places.

3.3. REGISTRATIONS FOR THE OPEN FRENCH SUPERKART CHAMPIONSHIP AND CONFIRMATION OF ENTRY PER ROUND

- 3.3.1. Any driver wishing to take part in the Open French Superkart Championship shall register online, on the French Championships and French Cups Web site www.ffsa-karting.org. Payment of registrations can be made by credit card (on secure site) or by cheque payable to FFSA, Service Karting, 32 avenue de New-York, 75781 PARIS CEDEX 16. .

The entry fee for the Open French Superkart Championship and the registration fee for relevant FFSA meetings amounts to **1,700 € for 4 meetings, Chronolec type transponder included.**

The Le Mans competition, which is also included in the CIK-FIA European Championship, is subject to a separate registration, to be submitted to the CIK. The entry fee for this event shall be paid to the CIK by the specified deadline, which shall not be extended.

Drivers shall be allowed to split their payments in up to 3 cheques, to be sent by mail to FFSA, Service Karting, 32 avenue de New-York, 75781 PARIS CEDEX 16 and regularly endorsed.

Drivers shall be required to confirm to the FFSA their participation in each event, in order to allow the drawing up of the entry list and the paddock plan, at least 21 days before the date of the meeting they will compete in. This period of time is necessary to provide the organiser with all the elements needed for validation and registration purposes.

- 3.3.2. Failure of a driver to participate in one of the rounds shall not entitle him to any refund (with the exception of *force majeure* events duly justified to the FFSA).

3.4. SINGLE EVENT REGISTRATIONS

- 3.4.1. Any driver wishing to take part in one or more meetings of the Open French Superkart Championship shall register online, on the French Championships and French Cups Web site www.ffsa-karting.org. Payment of registrations can be made by credit card (on secure site) or by cheque payable to FFSA, service Karting, 32 avenue de New-York, 75781 PARIS CEDEX 16. The entry fee for a single meeting amounts to **480 €** and **510€** for the Nogaro and Dijon races, due to the cost of Chronolec transponders used. Registration must be made at least 21 days before the date of the meeting where the driver intends to compete.
If the deadline is not complied with, the entry fee amount per meeting shall be increased to **510 €** and **540€** for the Nogaro and Dijon meetings.

ARTICLE 4. MATERIALS AND EQUIPMENT

4.1. ACCEPTED EQUIPMENT

- 4.1.1. All equipment used, chassis and engines included, must comply with the National Technical Regulations. ***This applies to Division 1 (2-cylinder 250cc), Division 2 (Single cylinder 250cc), and Formula SK FFSA (4-stroke and other 2-stroke single cylinder below 700 cc duly "certified"). For FFSA races, 250 cc engines which CIK approval ended in 2016 (FVE and VVP) will be authorized.***
- 4.1.2. ***As an exception, the FFSA can authorise, for Superkart 2017 races (Championship or Cups & Trophies), though not for the CIK meeting, the presence of drivers, in Division 2, with karts equipped with 2-stroke single cylinder engines (250cc) not yet approved in France or accepted by the CIK, either with 2-stroke single cylinder engines (700cc max) or with 4-stroke double cylinder engines (1000cc max) that will be adopted in the future in the SK-FFSA Formula, but that are still in a testing phase (1 year of testing is tolerated). All these***

drivers shall comply with the Championship rules but shall not be included in the classification.

- 4.1.3. In Superkart, each driver shall have one chassis and two engines at his disposal, under article 1.3 of the Technical regulations applied to this class.
- 4.1.4. Any chassis damaged due to an accident confirmed by the Race Director or by the Panel of the Stewards shall be reported to the FFSA Technical Steward, who will be the only person entitled to authorise or deny replacement of the damaged chassis.
In case of replacement, the registration number shall be removed from the damaged chassis, which shall no longer be used during the meeting.
- 4.1.5. Following equipment registration, no exchange of chassis, engines or chassis-engine assembly shall be allowed between different drivers, except when 1 spare engine has been registered by several drivers.

4.2. FUEL - TYRES - EQUIPMENT

4.2.1. Fuel

- 4.2.1.1. The fuel mixture used must comply with the relevant technical regulations.
- 4.2.1.2. Fuel used in the Open French Superkart Championship can be chosen freely for the 4 FFSA rounds, but it needs to be lead-free with a maximum octane ratio of 102 (RON measure) (fuel types indicated by the CIK will be accepted). For the round of the CIK European Championship also included in the Open French Championship, drivers must comply with the **2017** CIK Championship technical regulations.

4.2.2. Tyres

- 4.2.2.1. 6-inch tyres brand can be chosen freely from the list of CIK/FIA homologated tyres.
- 4.2.2.2. For the FFSA rounds of the Open French Championship, drivers shall be authorised to use slick or wet-weather tyres with current homologation. For the CIK round, the European Championship regulations shall apply.

4.3. RACING NUMBERS

- 4.3.1. Each driver shall receive a racing number valid for the current year, assigned by the FFSA. Numbers shall be clearly visible, of a minimum size of 20 cm high and with a minimum line width of 3 cm, and shall be placed on the same plane.
Drivers using single-cylinder, 4-stroke engines, or using materials specifically admitted on an experimental basis if authorised to do so in advance by the technical service - shall place a coloured band at the bottom of their number plate (red for single-cylinder engines in **Division 2**, green for 4-stroke engines **and material corresponding to SK-FFSA Formula**).
- 4.3.2. Number plates shall be placed according to the FFSA identification plan (under article 4 of the National Technical Regulations) and they shall not be modified in any way (sanctions shall apply in case of non-compliance).
- 4.3.3. The name of the driver, in black stick-on letters on a white background, as well as his national flag, shall be placed on the front part of each side of the bodywork. The minimum height for the rectangle that contains the reproduction is 4 cm.

4.4. CLOTHING

- 4.4.1. Helmets homologated under article 7 of RSN shall be inspected and marked upon registration, at each event. Any unmarked helmet shall be rejected and the driver involved shall not be allowed to start.
- 4.4.2. Use of a neck collar is recommended.
- 4.4.3. Only one-piece leather suits compliant with FIM-FFM rules shall be authorised. Back, elbow and knee protections are not compulsory. Only silk, cotton, and Nomex™ lining and underwear shall be authorised.

ARTICLE 5. ADVERTISING

Drivers racing in the Open French Superkart Championship shall be identified in conformity with

the identification plan defined by the FFSA. Drivers shall be allowed to display other advertising as well.

In no circumstances shall the kart identification, as defined by the FFSA, be modified by drivers. Drivers failing to comply with the identification plan shall be sanctioned.

ARTICLE 7. SCHEDULE OF THE EVENT

7.1. According to the timetable defined for each meeting, drivers and their karts shall move to the pre-grid area at least 20 minutes before race starting time. For the qualifying sessions, the obligations linked to the race shall be specified at each briefing. **Nevertheless, transfer to the pre-grid area is compulsory, unless otherwise specified on spot.**

7.1.1 Access to service areas (parc fermé) and to the pre-grid area shall only be allowed to officials, drivers and mechanics identified by their licenses and name tags.
Name tags shall be handed over upon presentation of a valid license to the event organiser.

7.2. BRIEFING

Participation in the briefing is restricted to drivers, competitors and constructors identified by their licenses and name tags. All drivers **MUST** be present at the briefing and sign the attendance book. Failure to comply with the above requirement shall be subject to **sanctions amounting to 150 €** by the Stewards. The driver/competitor shall not be authorised to continue the race unless they pay this sanction. Competitors shall be informed of the time and place of the briefing at each event, upon administrative and technical registration.

7.3. RACE

7.3.1. Timed qualifying sessions

There shall be two timed qualifying sessions, each lasting from a minimum of 15 minutes to a maximum of 30 minutes, with an interval of 2h15 minimum between sessions.

Drivers shall undergo the weighing procedure at each stop **with engine stopped** and at the end of each qualifying session on the official scale provided to that end.

Each driver must attend one session and drive at least 1 timed lap during the session. Any driver not attending at least one session or not setting 120% of pole position time may be excluded from the competition. Only the Panel of Stewards is entitled to decide upon the validity of a driver's participation.

Time of timed qualifying sessions shall be included in the official timetable provided to drivers before each event.

7.3.2. Starting Grid

Two – two not staggered.

7.3.3. Starting Procedure

Rolling start, with two lines of karts, not staggered, a first formation lap behind the "leading car" (or pace car), and then the start, when the green lights are on.

7.3.4 Race

Two formats may be adopted, depending on the meeting:

- Either three races, with a number of whole laps:

- 1 race 1 of 40 km in case of dry weather and of 32 km in case of wet weather,
- 1 race 2 of 40 km in case of dry weather and of 32 km in case of wet weather,
- 1 race 3 of 40 km in case of dry weather and of 32 km in case of wet weather.

- Or two races, with a number of whole laps:

- 1 race 1 of 50 km in case of dry weather and of 40 km in case of wet weather,
- 1 race 2 of 50 km in case of dry weather and of 40 km in case of wet weather.

7.3.4.1 Grid Positions

Grid positions for race 1 and race 2 shall be determined based on results and based on the classification at the end of timed qualifying sessions.

Grid positions in race 3 shall be determined according to the classification based on the combined results of places achieved at the end of races 1 and 2.

At the end of the first 2 races, a point classification of all drivers shall be determined. Results achieved by each driver in each race shall be summed up to determine the above-mentioned classification.

Points shall be awarded as follows:

0 points to the 1st, 2 points to the 2nd, 3 points to the 3rd, 4 points to the 4th, 5 points to the 5th and so forth based on an increasing progression of one point per place, up to the last driver. In case of tie, the fastest time set in timed qualifying shall determine classification positions.

- Any driver failing to take the start in race 1 and/or 2 shall be awarded a number of points equal to the number of participants plus 1 in the relevant race.

- If a driver is excluded from a race, he shall be awarded a number of points equal to the number of participants plus 2 in the relevant race.

7.3.5.1 Neutralisation of practice

To take into account the features of racing circuits, in case of accident on track not requiring stopping of practice sessions the Race director can declare the session involved "Full Yellow".

In that case, the following procedure shall apply:

- Stewards shall wave the yellow flag in every marshall posts on the track and shall show "Full Yellow" signs during the whole procedure.
- In the area or areas affected by the accident, the double yellow flags shall be waved.
- IF video display screens are available, the Race director shall have the words "Full Yellow" displayed on screen.
- From then on, drivers shall significantly reduce speed, especially in the accident area, where they shall be ready to stop, if needed.
- Access to and exit from the pit lane shall remain open.
- All times set after the "Full Yellow" sign shall not be taken into account.
- If a driver does not sufficiently reduce his speed during this procedure, the Panel of Stewards can decide to apply a penalty for non compliance with flag signs.

The end of procedure and return to normal shall be communicated as follows:

- by the Panel of Stewards by waving the green flag during a lap
- on the info line of timekeeping monitors.

From the moment green flags are waved until the end of the "Full Yellow" neutralisation procedure, lap times shall be again taken into account.

7.3.5.2 Safety Car

The Race Director may decide, according to the procedure defined by the International Sporting Code, to deploy a safety car to neutralise the race (SC sign and yellow flags waved).

The Race Director shall wave a green flag to indicate the restart procedure.

A rolling start shall be given, with karts remaining in a single line formation before passing under the flag and re-starting line. Abrupt changes of direction shall be then strictly forbidden. Overtaking before the re-starting line (indicated in the briefing) is forbidden.

7.3.5.3 Red Flag

If during the qualifying sessions, the red flag is waved by decision of the Race Director (See the International Sporting Code), drivers shall take the lane of the stands and as a consequence they shall not be able to undergo the required weighing procedure.

In this case, drivers shall be obliged to go directly before the pit-lane exit light. They shall wait for any instruction from the Race Director. If possible, they will be authorised to restart for the remaining time established at the end-of-neutralization sign (Green light). During this stop, vehicles are considered to be in « parc fermé » (no intervention allowed).

A driver wishing to reach his/her box/paddock shall take the race track like the others at the signal for a minimum of one lap, which allows him/her to undergo the weighing procedure.

7.3.6 Penalties

In addition to the penalties detailed in article 19 of the RSN, a drive through penalty may be applied to drivers and submitted by the Race director.

The Stewards may use any video or electronic means to assist them in reaching a decision. The Stewards may overrule the decision of a judge of fact. Any breach of the provisions of the Code or of these Sporting Regulations relating to the starting procedure may result in time penalty, points penalty, place penalty or even exclusion from the race in case of repeated breaches.

Any driver who has been lapped may be shown a black flag (the blue flag with diagonal red stripes is not used on motor racing circuits) as deemed appropriate by the Race Director.

7.3.7 Wet Weather Race

When the Race Director declares a "wet race", all drivers shall mount wheels equipped with wet weather tyres before the start, within the time limit indicated by the Director.

The red light must be switched on.

7.3.8 FFSA Podium Protocol

At the end of each race and after completing the weighing procedure, drivers concluding the race in 1st, 2nd and 3rd positions shall make themselves available to the organiser for the podium ceremony.

Throughout the podium ceremony, drivers shall only wear their racing suits (closed).

After the podium ceremony, drivers shall be available to journalists for interviews.

ARTICLE 9. CLASSIFICATIONS

9.1. AWARDING OF POINTS

Any driver registered for and competing in the French Superkart Open Championship, whether racing in division 1 (2-cylinder 250cc), in division 2 (single-cylinder 250cc certified **or on equipment authorised in CIK events**) or in federal category (4-stroke or other single-cylinder duly "approved" in compliance with the simplified FFSA registration protocol) can be awarded points.

Any competitor/driver taking part in at least one race who has settled his/her entry fee via FFSA shall be considered registered. The ranking of each round of each race shall determine the awarding of points according to the classification of each race, regardless of the type of equipment, based on the following point-scoring system:

25 points to the 1 st	9 points to the 7 th	3 points to the 13 th
20 points to the 2 nd	8 points to the 8 th	2 points to the 14 th
16 points to the 3 rd	7 points to the 9 th	1 point from the 15 th to the last*
13 points to the 4 th	6 points to the 10 th	
11 points to the 5 th	5 points to the 11 th	
10 points to the 6 th	4 points to the 12 th	

**Points shall only be awarded to a driver if he/she lines up on the start grid.*

1 point shall be awarded to every driver taking part in at least one qualifying session.

The driver achieving the fastest lap time during the race, not including timed qualifying, shall be awarded 2 additional points. These points shall only be awarded during the FFSA events (excluding Le Mans CIK European Championship meeting). If that result is excluded, the driver shall not lose the 2 point benefit.

If a race has been interrupted without the possibility of a re-start and at least 2 laps have been completed, no point shall be awarded. If more than 2 laps and less than 75% of the race distance have been covered, only half of the points shall be awarded. If 75% or more of the race distance have been covered, all the points shall be awarded.

A specific ranking including at the same time the Division 2 competitors (single cylinder) and/or of the new SK-FFSA federal category may also be drawn up.

The Open French Championship meeting corresponding to the round of the CIK European Championship shall have a separate classification, based upon the chronological order of registered drivers competing in the Championship on the day of the competition, according to their rank in the official race classification. This classification shall also be the basis for point awarding (it shall include, in fact, all drivers who took part in at least one FFSA competition before CIK races).

9.2. CLASSIFICATION - OPEN FRENCH SUPERKART CHAMPIONSHIP

Each driver shall total up the points obtained in each race.

- *If the total number of final results exceeds or equals 11, the final ranking of the Championship shall be determined by adding, for each driver, all the results - 2.*
- *If the total number of final results is 10, the final ranking of the Championship shall be determined by adding, for each driver, all the results -1.*
- *If the driver races in less than 10 races, all his/her results shall be taken into account.*

A zero result due to exclusion or disqualification from a race cannot be left out.

In case of a tie, the highest number of first places shall be taken into account, and then the number of second places, the number of third places, and so forth. If the winner still cannot be determined, or if ties remain, the result obtained in the final race of the last meeting shall determine the final classification.

A special final ranking for the new SK-FFSA national category may be established based on the same point-awarding conditions, according to arrival order of duly registered drivers in this class. This ranking shall take into account the above-mentioned French Championship rounds, with the exception of the CIK Le Mans meeting. In order for drivers of that class to benefit from the same number of rounds than other drivers, the French Cup meeting at Croix en Ternois will exceptionally be taken into account as one the SK-FFSA Formula national global ranking rounds.

ARTICLE 10. PRIZES

10.1. PRIZE GIVING

The winner of the Open French Superkart Championship shall be invited to the FFSA Prize Giving Ceremony.

10.2. BONUS

At the end of the year, entry fees - after deducting the expenses incurred by organisers - may be returned as bonus to drivers as follows:

25% to the 1st; 20% to the 2nd; 15% to the 3rd

The 2017 Open French Championship winner will be offered admission to the 2018 Open French Championship.

If the winner cannot enjoy the offer or declines it, this same offer will be made to the vice champion.