

OPEN FRENCH SUPERKART CHAMPIONSHIP 2013

The FFSA has authorised the presence at the 2013 French Superkart Championship of two or three drivers equipped with a 4-stroke engine currently under testing for the Superkart class. These drivers shall comply with all the regulations in force and shall not be included in the classification.

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 (i.e. 10 races):

5 and 6 April	Hockenheim	(Germany)
1 and 2 June	Ledenon (30)	ASA Ledenon
15 and 16 June	Circuit Nogaro (32)	ASA Armagnac Bigorre
5 and 6 October	Le Vigeant (86)	ASA Le Vigeant
26 and 27 October	Le Mans (72)*	ACO

*European Championship round

The FFSA reserves the right to change this calendar.

1.3. **TIMETABLE AND ENTRY IN THE PADDOCK AREA**

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

1.3.2. Drivers participating in the Open French Superkart Championship must necessarily enter the paddock area 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. 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 indicated for each event.

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

Drivers shall be allowed to change their equipment after identification up to the start of the 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 Le Mans meeting, included in the CIK-FIA European Championship, a valid grade B international "Entrant/competitor" driver's license is required upon registration.

Mechanics and persons delegated to push karts must hold a suitable valid license. (See the relevant national sport authority rules). This is compulsory in particular to access the pre-grid or grid area, where it 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 based on the order in which the FFSA has received their entry forms and within the limits of available places.
Drivers registering for a single event shall be accepted based on the order in which the FFSA has received their entry forms 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. All drivers wishing to participate in the Open French Superkart Championship shall submit an application form to the FFSA, according to the template defined by the FFSA, at the latest 21 days before the date of the first event.

Applications shall be sent together with a cheque payable to the FFSA, amounting to **1,224 €**, as entry fee for the Open French Superkart Championship **and** for all the meetings - **with the exception of the Le Mans meeting - included in the 2013 CIK-FIA European Championship and whose registration shall be paid for to the CIK**. Drivers shall be allowed to split their payments in up to 3 cheques, to be enclosed to the registration form 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. Drivers wishing to enter one (or more) round(s) of the Open French Superkart Championship shall submit an application form to the FFSA, according to the template defined by the FFSA and available on the Web site www.ffsa.org.
This registration form shall be sent together with a **420 €** cheque payable to the FFSA as entry fee for the relevant meeting; however, if the registration form is received by the FFSA at least **21** days before the date of relevant meeting, **this amount shall be lowered to 395 €**.

- 3.4.2. Any FFSA-licensed driver wishing to enter an event of the Open French Superkart Championship shall be required to provide evidence of experience in at least two Superkart national or international races on long circuits (art. 17 of CIK-FIA regulations).

ARTICLE 4. MATERIALS AND EQUIPMENT

4.1. ACCEPTED EQUIPMENT

- 4.1.1. All equipment used as well as chassis and engines must comply with the National Technical Regulations.
- 4.1.2. Under article 1.3 of Class Technical Regulations, in Superkart each driver can have one chassis and two engines.
- 4.1.3. 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.
- 4.1.4. 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 at the Open French Superkart Championship must be the same fuel chosen by the FFSA.** As for the CIK European Championship round(s), please refer to 2013 CIK Regulations and Terms.

4.2.2. Tyres

4.2.2.1. Tyre makes can be chosen freely in the list of CIK/FIA homologated tyres.

4.2.2.2. During the 2013 season, for the rounds of the Open French Championship, drivers shall be authorised to use slick or wet-weather tyres with pending homologation as well as previously homologated tyres.

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 plan. All non-Championship drivers shall place a red strip at the bottom of their front and rear number plates.

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 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 shall not be compulsory. Only silk, cotton, and NomexTM 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 case 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 the latest 20 minutes (minimum) before starting time (with the exception of the European Championship meeting, where the minimum time is 25 minutes).

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 badges.

7.2. BRIEFING

Participation in the briefing is restricted to drivers, competitors and constructors identified by their

licenses and badges. All drivers MUST be present at the briefing and sign the attendance book. Failure to comply with the above requirement shall be sanctioned by the Stewards. 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 two and a half hours minimum between the sessions.

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

Each driver must attend the session and drive at least 1 timed lap during the session. Drivers failing to attend at least one session may be authorised to participate in the event, upon discretion of the Panel of Stewards.

The time of these 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 red lights go off.

7.3.4 Race

There will be two races, with a whole number of 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 by the finishing order and classification achieved in timed qualifying.

7.3.5 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. Abrupt changes of direction shall be then strictly forbidden.

7.3.6 Penalties

Penalties are detailed in article 19 of the RSN.

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 a time penalty, a points penalty, a place penalty or even exclusion from the race in case of repeated breaches.

Any driver who has been lapped may be shown the blue and red double diagonal flag and stopped.

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 weigh-in 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 the Open French Superkart Championship (whole Championship or single round) can score points. Points shall only be awarded to the driver if he lines up on the start grid, according to 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 to the 15 th
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	

The driver posting the fastest lap time during the race, not including timed qualifying, shall be awarded 2 additional points.

9.2. **CLASSIFICATION - OPEN FRENCH SUPERKART CHAMPIONSHIP**

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

The sum of all the points scored by each driver shall determine his position in the final classification.

In case of ex aequo, 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 on. If the winner cannot be determined, or if there are still ex aequo, the result obtained in the final race of the last meeting shall determine the final classification.

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. **PRIZES**

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

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

The remaining amount shall be used to finance prizes or specific awards, in particular for the French Superkart Cup (Coupe de France Superkart).