



EASYKART INTERNATIONAL GRAND FINALS



Siena (Italy), October 16th, 17th, 18th 2009

SUPPLEMENTARY REGULATION

1. Sporting Checks

The Sporting Checks will take place at the Race office (Hospitality) on Friday 16th October according to following schedule:

EASYKART 60cc: from 08:00 a.m. to 09:45 a.m.

EASYKART 100cc: from. 11:30 a.m. to 01:10 p.m.

EASYKART 125cc Light - Heavy - Shifter: from 09:45 a.m. to 11:30 a.m

EASYKART 50cc: Saturday 17th October from 08:00 am. to 09:30 am.

At checking stage it will be compulsory to fill out the Self-certification form declaring which KART will be employed for the RACE (Chassis and Engine N.), to produce the driver/entrant License of an ASN associated to CIK-FIA, the medical certificate and, for extra EU drivers, the VISA of their own Federation.

2. Free Practice

For all classes with the sole exclusion of the 50 Training category (which will race with a schedule limited to Saturday and Sunday), free practice will take place on Wednesday 14th, Thursday 15th, Friday 16th October according to official Timing. All categories, with the sole exclusion of the 125 Shifter, will be divided in groups (A and B). The Free practice groups will be different from the ones established by the Panel of Stewards for the Qualifying practice. Friday morning's Free practice are included in the entry fee while practice scheduled for Wednesday and Thursday are optional; Thursday's track ticket must be purchased at the Race Office at the Hospitality Paddock, price € 35.00 per day.

3. Tyres

The tyres will be free for the whole duration of the Free practice. Starting from Friday's Qualifying practice, including Saturday and Sunday's Warm Ups, it will be compulsory to use just one SET of tyres (4 tyres) that will be delivered and fit on wheels at the Parc Fermé. The tyres SET is included in the entry fee. If a substitution is necessary, in case of tyre damage, the entrant will have to receive an authorization from the Scrutineers, pay a ticket at the Vega Truck and then take the new tyre at the Parc Fermé.

TYRES FITTING AT PARC FERME:

EASYKART 60cc – From 01:30 p.m. to 02:45 p.m.

EASYKART 100cc - From 02:45 p.m. to 04:00 p.m.

EASYKART 125 Light - From 04:00 p.m. to 04:45 p.m.

EASYKART 125 Heavy and 125 Shifter - From 04:45 p.m. to 06:00 p.m.



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At the end of each practice session, tyres must be deposited at the Parc Fermé. In case of rain N. 1 RAIN Tyres SET is allowed, participants can purchase it at authorized dealers. The RAIN tyres will have to be new and deposited at the Parc Fermé. For safety reasons connected to excessive tyre consumption, the Stewards can authorize an extra RAIN tyre SET.

4. Transponder

The transponders can be collected Friday 16th October at the HOSPITALITY, during the Sporting Checks (in the morning). The transponder must be applied to the seat and will be compulsory starting from the free practice on Friday afternoon. All drivers must leave the license as "DEPOSIT". In the case the Transponder was lost, the driver must pay Euro 250,00 penalty.

5. Format and Regulation of the event

For all classes, the International titles will be assigned according to the arrival order of the International Final. The event, partially modifying the Art. S14 of the Easykart International Sporting Regulation, will follow this plan:

- The International Final starting grid of all categories will be determined with the penalty criterion. The penalties will be given according to the results of the Qualifying practice and two Qualifying Heats that will take place on Saturday 17th October.
- According to the overall scoreboard (Intermediate Classification) after the Qualifying practice and the two Qualifying Heats, the first 28 drivers will be admitted to the International Final, whereas the others will race the Final "B". The first 6 drivers of the Final "B" will fulfill the starting grid of the International Final, from the 29th to the 34th place. Only for the 60cc category, in case the drivers will be over 62, there will be also a Final "C" that will qualify the first 6 drivers to the Final "B", with the same criterion.
- All the categories will run a sole Qualifying Practice session of 12 minutes, divided into groups chosen at random by the Stewards, according to the capacity of the track (with the sole exclusion of the 125 Shifter, which will run in just one group). Penalties will be given according to this criterion: each group's pole will have 0 (zero) penalties, the 2nd place will have 2 penalties, the 3rd place 3 penalties, and so on. Excluded drivers, on decision of the Stewards, will have as many penalties as the number of drivers of their group plus one.
- After the Qualifying Practice, the drivers of every category (125 Shifter excluded) will be divided into two groups, according to this criterion: the absolute pole position (best timing of every group) will go in Group A, the 2nd place in Group B, the 3rd in Group A, and so on, until composing two uniform groups.
- Each group will race two Qualifying Heats on a distance of 12-15 Km. The starting grid of both heats will be determined by the classification of the Qualifying practice. At the end of each heat, penalties will be given according to this criterion: 0 (zero) penalties to the 1st place, 2 penalties to the 2nd, 3 penalties to the 3rd and so on.
- Excluded drivers, on decision of the Stewards, will be given as many penalties as the number of drivers plus one. In case of simultaneous exit of more drivers, the classification will consider the placement of the Qualifying practice.
- At the end of the 2nd Qualifying Heat, there will be an overall classification summing penalties given during the Qualifying practice and the Heats (Penalties Intermediate Classification). In case of equal penalties among more drivers, the classification will be made according to the best placings in the Qualifying Practice. The first 28 drivers, the ones with less penalties, will be admitted to the International Final, with starting grid



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established by the penalty classification. The other drivers will race the Final "B", with starting grid established by the penalty classification; the first 6 drivers will gain the access to the International Final. The 60cc category, with the same criterion, will race also the Final "C".

- The International Finals will be done on the following distance:
 - 60cc - 20 Km
 - 100cc - 25 Km
 - 125cc Heavy and Shifter - 25 Km
 - 125cc Light - 30 Km
- The category 50 Training will carry out a promotional program, limited to Saturday 17th and Sunday 18th October, with two race simulations and starting grid chosen at random.

6. Qualifying Practice

All the categories will run a sole Qualifying Practice session of 12 minutes. During this session, the stops are allowed only in the REPAIRING AREA. In case of stop the drivers won't have to weight. The area will be overseen by a Scrutineer and it will be forbidden to put weights on the kart or modify the weight in any way.

7. Starting Procedure

All categories will make rolling starts (including 125 Shifter and 50 Training). Karts will be positioned on starting grid according to Qualifying practice result (pole nearside 1st bend). A yellow line is traced about 25 metres before the starting line. After the reconnaissance lap, drivers must gather on this line at absolute moderate speed and lined up within the white passageways drawn on the track. The drive in pole position will be responsible of the speed, and he will be fined by the Line Judge with time penalty in the case he drives too fast.

If line up on the yellow line will be respected, the Race Director will give the go signal by putting off the light and drivers can accelerate freely. During the reconnaissance lap the pace must be given by the driver who is in first position inside the alignment (rope or pole-position). The driver making the pace must not be overtaken by any other driver.

Drivers who are left behind or stop for any reason during the 1st reconnaissance lap can regain their position on the grid only during the 1st launch lap and before the red line placed before the last bend before finishing straight, without disturbing the other drivers. The Director can grant a second launch lap: drivers who are left behind or stop for any reason during this lap can not regain their lost starting position but only attempt to reach the last position of starting grid. No shortcuts are allowed to regain position on the grid. If these rules are broken the driver will be expelled.

8. Interruption of starting procedures

If only a red flag is displayed, drivers must slow down and stop where the flag is displayed. If both red and black flags are displayed drivers must slow down and go back to Parc Fermé. Start alignment must be resumed by admitting only the drivers aligned in pre-grid who have already started the launch lap.



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9. Neutralization of the race

In case of accidents or dangerous situations, the Race Director can neutralize the race with the Slow down, according to the International Karting Regulation. In this case, all the Marshals will show a yellow sign with the writing SLOW DOWN, besides waving the yellow flags. The yellow lights will be turned on and will be flashing. The leader of the race will have to drive at moderate and constant speed, whereas all the other drivers will have to line behind him without overtaking. When the dangerous situation will end, the Race Director will turn off the yellow lights and the Marshals will show still yellow flags. This signal means that the race will start again the following lap, so the drivers will have to proceed at moderate speed until the finishing line, where the Race Director will show the green flag. The laps done during the Slow Down will be considered valid in order to cover the distance of the race.

10. Race interruption

The race can be interrupted after go signal has been given. After the race interruption, the following situations may arise:

- A) Race interrupted before the completion of second lap.
Race will be considered as not started and will be repeated after 10' following interruption, on the stated distance and with the same alignment including only the drivers present in pre-grid who have already started launch lap.
- B) Race interrupted after second lap when less than 60% of the stated laps has been covered.
In this case the race will be considered as if divided into two rounds:
 - the first, with ranking achieved during lap prior to the interrupted one;
 - the second, instead, will be raced on the distance necessary to complete the original one.Start alignment follows the ranking of the first round and is limited to the drivers who have completed the lap preceding the interrupted one whatever the number of completed laps.
- C) Race interrupted when at least 60% of stated laps has been completed.
In this case the race will be considered as completed and valid and ranking will be that decided at the end of the lap preceding the one that led to interruption.

11. Wet race

When the Race Director declares "wet race" conditions, only rain tyres must be used, no drivers featuring slick tyres will be admitted at start. This rule does not apply to official qualification practice.

12. Track shortcut

The track must be integrally completed. Track shortcut occurs when, whatever the reason, it is not fully completed with consequent advantage, in terms of ranking or reductions of stated race distance. Drivers who for any reason break this rule will be punished in relation to the gravity of the infringement with measures which can include expulsion.



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13. Stop during race

If a Kart stops during the race for whatsoever case driver must:

- 1) immediately move the vehicle out of race track (at the edge of track);
- 2) make sure track is clear and no other drivers are arriving before switching engine on again.

Infringement of such rules means immediate expulsion from race.

14. Technical Checks

Technical Checks will be performed by the Scrutineers at the facility in the Parc Fermé in the presence of the driver-entrant and, if present, the mechanic, declared in the self-certification form. Any abnormality detected during Checking after Qualifying Practice will lead to the cancellation of timing achieved in the single session, while after the race will lead to exclusion from ranking. When checking is performed reference will be made to the Trophy International Technical Regulation, the identification files provided by the manufacturer along with any comparative tests carried out the Stewards in charge, with details provided by the Promoter certifying the conformity of the same. Any complaint, claim and petition must be pursuant to the present Italian regulations stated by CSAI (Italian ASN).

15. Protests and Appeals

Protests will have to be undersigned and presented by the entrant to the Stewards, together with the tax amount of Euro 350,00. If a protest is not granted, the tax will be sent to the CSAI (Italian ASN). In case the entrant wishes to set up an appeal against the first decision of the Stewards, must give a written communication within 30' after its publishing and send it to the National Appeal Tribunal, together with the deposit of Euro 3.000,00.

16. Fuel

The Official Race Petrol Station will be **AGIP di Taverne d'Arbia**. The use of EASYKART oil mixed 5% will be compulsory.

17. Sprockets

50cc/ 80 - 60cc/80 – 100cc/82 –Light/82 –Heavy/82 –Shifter/16-25

18. Spare parts service

BIREL SpA spare part service will be active on racing field from Wednesday 14th October. For free practice (Wednesday, Thursday and Friday) tyres identical to those deposited at Parc Fermè, will be available at VEGA TRUCK. Purchase Ticket for these tyres must be issued by the Birel assistance point.

19. Prize giving

The first 6 qualified Drivers of all Finals, including Finals "B" and "C", will be awarded on the Racing Field. Regarding the 60cc International Final, the first 10 qualified drivers will be awarded.