



EASYKART TROPHY

2008 TECHNICAL-SPORTS REGULATION

INDEX

Art. S1	ORGANISER	PAG. 2
Art. S2	STRUCTURE OF TROPHY	PAG. 2
Art. S3	KARTS ADMITTED	PAG. 3
Art. S4	DRIVERS ADMITTED	PAG. 4
Art. S5	LICENCES	PAG. 4
Art. S6	SCORING	PAG. 4
Art. S7	REGISTRATION	PAG. 5
Art. S8	FEES	PAG. 5
Art. S9	PRE-RACE TECHNICAL/SPORT VERIFICATIONS	PAG. 6
Art. S10	BRIEFING	PAG. 6
Art. S11	BEHAVIOUR AND DISCIPLINE DURING RACE	PAG. 6
Art. S12	TRIAL RUNS	PAG. 6
Art. S13	STARTING PROCEDURE	PAG. 7
Art. S14	EXECUTION OF RACES	PAG. 7
Art. S15	INTERRUPTION OF A RACE AND STARTING PROCEDURES	PAG. 7
Art. S16	RACING IN WET WEATHER	PAG. 8
Art. S17	TYRES	PAG. 8
Art. S18	POST RACE TECHNICAL VERIFICATIONS	PAG. 9
Art. S19	CLAIMS AND APPEALS	PAG. 9
Art. S20	NATIONAL FINAL	PAG. 10
Art. S21	RACE NUMBERS	PAG. 11
Art. S22	PRIZES	PAG. 11
Art. S23	PUBLICITY	PAG. 11
Art. T1	CHASSIS	PAG. 12
Art. T2	ENGINE	PAG. 16
Art. T3	FUEL	PAG. 18
Art. T4	TRANSMISSION	PAG. 18
Art. T5	TYRES	PAG. 19
Art. T6	WEIGHT	PAG. 19
	CALENDAR	PAG. 21
	APPENDIX SPORTS REG. – ART. S19	PAG. 22



SPORTS REGULATIONS

Art. S1) The Organiser

- S1.1) Birel Spa, from hereon the "Promoter", indicates and organises the EASYKART PROMOTIONAL PROJECT (from hereon Easykart Trophy) in pursuance to the norm in force and the ASN mandate.**
- S1.2) Organisation of the single agonistic events, the management of sports events and promotion, are managed directly by Birel Spa who could eventually assign to third parties (Karting Club, promoters, circuits and various organisers) by way of specific written agreements and transmitted for acknowledgement to ASN, the exclusive logistic services relative to the single sports events (personnel, infrastructure management, etc). Institutional relationships with Sports Authorities to the contrary will be the exclusive pertinence of Birel SpA.
- S1.3) For each Event, the firm promoting the Easykart Trophy, will identify and delegate their own representative who will cover the role of support and technical-sports consultant for the Boards organised by the Sports Authority, besides executing all activities to ensure the best possible outcome of the event. The promoter's representative is authorised to enter all areas to enable him to act to the best of his abilities and this includes the closed park.
- S1.4) All events will be specifically regulated (circuit capacity, sense of direction, programme, etc.) by the "Particular Rulings for Races".
- S1.5) The promoter will communicate all measures useful to the execution of agonistic events, including eventual diverse dispensations or modifications with respect to the Present Regulation, through exhibition of specific numbered Communications and dated in the Race Register, besides the publication of the Trophy's official internet site (www.easykart.it) of the same in an appropriate section denominated "Bulletins".
- S1.6) Everything not specified in the Sports Regulations of the Easykart project the National Sport Regulation is to be observed together with its supplementary norm, the National Sports Code and the National Karting Regulation.

Art. S2) The Trophy's Structure

- S2.1) Races in the Easykart categories will be carried out in a single day, preferably on a Sunday. Any eventual diverse dispensations will be carried forward under the Particular Regulation for Races.
- S2.2) The categories admitted for the Trophy are : 50cc-60cc-100cc-125 Light (150kg)-125 Heavy (160kg)-Shifter (125 with shifter).
- S2.3) The races for the EASYKART Trade-name Trophy will be sub-divided into geographic Areas and each event will contribute in guaranteeing useful points for both the National Ranking (determining classification for qualification in the National Final), and the single Area Trophy. The criteria adopted in assigning points is stated under Article S6.
- S2.4) During the season a National Championship will be held, the criteria of which will be established with the ASN.
- S2.5) The National Final will be held after conclusion of all Area Trophies. The best pilots from each category will be admitted based on classification of National Ranking. Criteria in attributing points regarding National Ranking is expressed under following Art. S6. The NATIONAL Final will determine the absolute winner of the EASYKART TRADE-NAME Trophy for each category,
- S2.6) Regarding the Area Trophies, it is the faculty of the Promoter to establish further Trophies which will be undertaken in a sole trial run or more. Such exhibition will not gain points for the National Ranking, will not constitute title of merit at the end of participation in the National Final and can be organised at all times during the year with respect to the norm in force. Save for diverse dispensation expressly stated in the Particular Rulings for Races the Easykart Sport and Technical Regulation will be observed, together with the criteria for the attribution of points (see following Art. S6) for events carried out with more trial runs.



S2.7) **Category 50 is exclusively a non agonistic Event finalised in the promotion of Karting discipline adhering to the following general dispensations:**

- a) Events relating to the 50cc category will be denominated 50 EASYKART TRAINING and will be directly organised by the Promoter who will draw up the Rct policy; to be held on one day only. There will be no chronometer timed trial races, classifications nor attribution of Prizes for merit. The object of the Programme will be to draw those aged between 6 and 10 years closer to sports events who, in a preparatory way for a subsequent agonistic engagement, can prove themselves on the circuit during a weekend of racing. Such 'pilots' will be responsible for their own vehicles and, moreover, with a degree of experience sufficient to confront circuits pertaining to the various events under their own natural abilities, without the introduction of 'chiacane' nor that the vehicles suffer ulterior reductions in terms of performance, with regard to that originally established by the maker.
- b) Admission to 50 Training events will be to pilots and competitors holding the National Karting Licence, including the "Promo" card. Such a licence may be given during the event itself, either by the competent Regional Delegate for the territory, or by the Promoter on authorisation received from the Fik and in pursuance with the norm in force.
- c) The Events denominated 50 Training can be organised for all Easykart events on supply of prior communication to the Csai and, save for diverse dispensations established by the promoter and accepted by the Csai, will observe the following programme:
 - **Theoretical briefing held by a representative delegated by the Promoter (instructor)**
 - **One or more trial run sessions (knowledge of circuit) of a 10 minute duration**
 - **Two Race simulations lasting 10' each with starting grid established by extraction for both races (in the 2nd the grid from the 1st will be inverted)**
 - **"launch" starting procedure.**
 - **Medical assistance, the presence of a number of track officials and Racing Director will be guaranteed by the organiser delegated for the single event.**
 - **The 50 Training Events will be gratuitous. It is the faculty of the Promoter if he wishes to establish a tariff on the basis of reimbursement of expenses for insurance purposes, relative to personnel engaged (instructor) and hiring of circuit. Such a tax cannot exceed 25,00 euro per event.**
- d) It is the faculty of the Promoter, with prior communication to the Csai, to organise other 50 Training events in contests differing from Easykart races.
- e) All participants for each single event will be awarded a Certificate of Participation.

Art. S3) Karts admitted

- S3.1) Participation at Trophy events is only for Karts described under the technical regulation.
- S3.2) For each Easykart Race it is impossible to register more than one Kart (chassis number and engine must correspond to original match). It is forbidden to substitute the engine, chassis and the complete vehicle during the event.
- S3.3) In the case of non-repairable mechanical breakdown during the qualifying Races, the Competitor is allowed to substitute the complete Kart with a different vehicle conforming to an original match of chassis-engine. Such circumstances will lose the competitor 10 places with respect to position obtained during the qualifying races.



Art. S4) Drivers Admitted

- S4.1) In the 50 class drivers between 6 and 10 years will be admitted.
- S4.2) In the 60 class drivers between 8 and 14 years will be admitted.
- S4.3) In the 100 class drivers between 12 and 18 years will be admitted.
- S4.4) In the 125 Light class (150 kg) drivers who have reached 16 years of age will be admitted.
- S4.5) In the 125 Heavy class (160 kg) drivers who have reached 16 years of age and with a minimum weight, in competition attire, of 80 kg. will be admitted. On approval by Promoter other drivers will be admitted who are not within the 80 kg parametre and who are over 35 years of age.
- S4.6) In the 125 SHIFTER class drivers who have reached 16 years of age will be admitted.
- S4.7) It is the faculty of the Promoter, moreover, to request the CSAI to waiver the age by a year in the higher categories for competitors who have matured a proven capacity/ability and adequate experience.
- S4.8) Each driver, in the ambit of the same day races, can only take part in one category.
- S4.9) All drivers and competitors participating in any of the Easykart Trophy events must register beforehand and request the vehicle's identification card (EASYCARD). This can be performed either at the Promoter's office or at the site of the single events in occasion of the first race undertaken. The card is gratuitous. For information regarding terms of participation in the Trophy and consignment of Easycard, it is possible to refer to or contact +39.039.2145204 – info@easykart.it. Info: www.easykart.it

Art. S5) Licences

- S5.1) For the Easykart Trophy all National and International licences will be permitted, with the sole exclusion of "A" International. Admission parametres to Easykart single classes will be exclusively by the driver's registered age. Such parameters are to be respected in sports licences given by other ASN (foreign) on admission.
- S5.2) It is compulsory for all drivers/competitors to register in the Trophy before signing the request for Easycard. The card must be presented in its original forms at all events for verification.
- S5.3) For minors registration must be made by an adult in possession of competitor's own personal licence.
- S5.6) Regarding sports verifications all licences must be accompanied by an original Medical Certificate coming from a medical sports centre stating fitness to perform agonistic activities.

Art. S6) Scoring

- S6.1) In all EASYKART events the same criteria in attributing points must be respected. Such scoring is attributed by dual criteria. The first concerns a score scale, assigned from the first to the fifteenth in the classification, based on the table given. The second will be determined by the degree of difficulty in the trial run. The difficulty of a race with respect to another, will be determined by the number of applicants in the said trial run. As it is more difficult to collect points in a race with many applicants, with respect to one with only a few, a further score defined as a 'difficulty factor' in a race is applicable for all categories. The first to be classified will obtain a supplementary score of as many points as those verified, the second the same amount less one, the third the same less two and so on up to the last classified who will receive only one point.
- S6.2) A further faculty of the Promoter is to foresee the 'difficulty factor' in a few trial runs which are either doubled or increased/modified. For example, if a race with 20 applicants determines 20 points for the first classified and 19 points for the second with regard to 'difficulty factor' 1 (standard); the Race with 'difficulty factor' 2 40 points are attributed to the first and 38 to the second and so on, doubling the value relative to the 'factor'. Races with an increased/modified 'factor' are listed in the following Calendar.



- S6.3) Scoring criteria, as described above, will be adopted in determining the winners of the single Area Selections as well as compiling the National Ranking valid for admission to the National Final of each single category. All classifications will be deferred to the Promoter's central structure.
- S6.4) Regarding National Ranking valid for qualification to the National Final, the pilots can earn points in each official race independent of the pertaining area of Choice.
- S6.5) In the case of the same race having the value of two Area Trophies (eg. race valid for both the Central North Area and the Central South), the assigned points will be valid in both the Trophies, but for the National Ranking this will be considered to all intents and purposes as a single race.
- S6.6) Where the distance to be covered in the race is shortened due to circumstances beyond control, a reduction in terms of points is foreseen as expressed under following Art. S14.5 and S15.2.

Position	Score
1° Classified	P.25
2° Classified	P.20
3° Classified	P.16
4° Classified	P.13
5° Classified	P.11
6° Classified	P.10
7° Classified	P.9
8° Classified	P.8
9° Classified	P.7
10° Classified	P.6
11° Classified	P.5
12° Classified	P.4
13° Classified	P.3
14° Classified	P.2
15° Classified	P.1

Example:

In a race with 50 applicants, the first classified will receive 25 points + 50 (number of applicants) and the second 20 points + 49. The last classified will receive 0 points + 1.

In a race with 15 applicants, the first classified will receive 25 points + 15 (number of applicants) and the second 20 points + 14. The last classified will receive 1 point + 1.

Art. S7) Registration

- S7.1) Registration modules for the single races will be established by the event's particular ruling
- S7.2) The registration module, together with the self-certification form for pre-Race Sport and Technical verification will be made available by the organising body at the Race offices. A conforming copy is also available on the official trophy site: www.easykart.it
- S7.3) It is the faculty of the single Organisations to foresee any events with a closed number.
- S7.4) The Promoter in the quality of Organiser for each single event relating to the Trophy, reserves the right to not accepting registration of a driver-competitor to one or more trial runs in the Trophy by stating the motives in pursuance with ASN provisions.

Art. S8) Fees

- S8.1) Registration fees for single trial runs in the EASYKART Brand-name Trophy will be expressed by the single **R.p.G** in accordance with that foreseen under the ASN.



Art. S9) Pre-Race technical and Sport verifications

- S9.1) It is obligatory during sport verifications to present the EASYCARD, the Sport Licence, and the original medical certificate stating fitness for agonistic karting activity, given by a Sport medical centre.
- S9.2) Pre-Race technical verifications will be carried out by way of an appropriate self-certification module obtainable at the stipulated offices.

Art. S10) Briefing

- S10.1) A briefing by the circuit manager is foreseen before each Easykart event. He will outline information concerning the specific norm pursuant to the race's particular Regulation, specifying procedure terms for the start, qualifying test trials, the areas where intervention on vehicles is allowed and the significance of flags. Presence at briefing is obligatory.
- S10.2) On registration all pilots have the possibility of a written Briefing.

Art. S11) Behaviour and discipline during races

- S11.1) The drivers are obliged to maintain, in the ambit of trial runs and races, exemplary behaviour with the aim to reduce dangerous situations, to respect all dispensations stated under the Regulation, as well as those set by the race Committee and those detailed on posters.
- S11.2) The track must only be circuited in the direction established and approved in pursuance with the Race's particular Regulation.
- S11.3) The course must be integrally followed. Should someone cut in, no matter what the reason, gaining, therefore, a consequential advantage in terms of position in the classification or reduction in the foreseen distance, it is possible that, in pursuance to provisions stated, and with respect to the seriousness of the violation that exclusion may follow.
- S11.4) In cases of motor stoppage on the circuit, either during a race or during trial runs for any reason whatsoever, the driver must take the vehicle off the track and return to the circuit only after having ascertained that there are no other drivers in the vicinity.
- S11.5) Any repairs must be carried out exclusively in areas established by the organisation and not on the track.

Art. S12) Trial Runs

- S12.1) For each single event a warm up lap is foreseen.
- S12.2) Qualification races will be undertaken on two chronometer timed sessions each lasting 15 minutes. It is the faculty of the Sports Inspectors, in the case of organisational problems, to reduce this to 10 minutes per session.
- S12.3) With regard to the starting grid, for each driver will be valid the best chronometric time realised independent of whether it was obtained in the 1st or 2nd session. Each driver has the faculty to use just one session of the trial runs at their disposal.
- S12.4) In the case of pit stops during the trial run, the drivers are obliged to undergo a weighing-in procedure.
- S12.5) Where a competitor is found to be non conformant to one of the two trial runs, and therefore excluded, the chronometric time realised in the other session will be retained valid.
- S12.6) The maximum of karts allowed in the trial runs is equal to the number of the circuit's maximum capacity.



Art. S13) Starting Procedure

- S13.1) Positions at the start will be based on results of the chronometric timed trial runs.
- S13.2) Starting procedure foresees formation of positions at the start in the area denominated Pre-Grid, a reconnaissance lap and start signalled by either lights or a flag, in accordance with the Particular Regulation.
- S13.3) The norm applied regarding start procedure is the one foreseen for starts 'LAUNCHED' under the National Karting Regulation. **Such dispensation is valid for all Easykart classes including the 50 Training (promotional activity) and the 125 Shifter (speed shifter).**

Art. S14) Execution of races

- S14.1) The races pertaining to the Easykart Trade-name Trophy are foreseen to finish with a single Final.
Distances to be covered are 30 km for the categories 125 (Light – Heavy and Shifter), 25 km. for category 100 and 20 km. for category 60, save diverse dispensations given in the P.R.G.
In the case where the Sports Officials retain it necessary, for various motives, to reduce the distance to be covered this can be done at a measure of 20%.
- S14.2) Category 50 does not undertake races.
- S14.3) Where the number verified is equal or inferior to the circuit's capacity, only drivers who qualified in the chronometric timed trial runs will compete in the Final ("A"). Where the number verified is superior to the circuit's capacity, after the chronometric timed trial runs, a number of pilots equal to the capacity of the track less four will qualify for the Final "A" and/or "B" and/or "C", etc. Only in the last Final will be admitted the number of pilots as foreseen for the circuit's capacity. The first 4 classified in Finals "D" and/or "C" and/or "B", will earn the right to participate at the superior Final.
- S14.4) Aside from the disputed Finals, in the space of a single event only one set of tyres will be allowed.
- S14.5) The winner will be the one who covers the foreseen distance (expressed in laps) in the shortest time. All other drivers will follow on the list on the basis of distance accumulated by the winner.

Art. S15) Interruption of a race and starting procedures

- S15.5) The Race Manager, for no given reason, can interrupt starting procedures or the race by showing the red flag, or through contemporary showing of the red or black flag.

a) Interruption of starting procedures

Interruption of starting procedures can be signalled by showing the red flag or by contemporarily showing the red or black flag.

- When the red flag is shown drivers must slow down and stop where the flag is shown.
- In cases where the red flag and the black flag are contemporarily shown, the drivers must slow down and enter the pneumatic park.

Starting positions must be re-established admitting drivers who were positioned on the pre-grid and who had begun the 'launch' lap.

b) Interruption of race

The race can be interrupted even after the start signal has been given.

On interruption of the race the following situations can be verified:



b1) the race is interrupted before the second lap is concluded.

The race will be considered non-started and will be repeated 10' following interruption, on the foreseen distance and with the same positions constituting only drivers present on the pre-grid and having initiated the 'launch' lap.

b2) The race is interrupted after the second lap when less than 60% of the foreseen laps have been raced

In this case the race is to be considered sub-divided into two parts:

- the first with classification acquired in the lap preceding the one interrupted;
- the second to be disputed on a distance equal to completing the original one less 3.

Starting positions will follow classification of the first round and is limited to drivers who have completed the lap preceding the one interrupted, independent of the number of laps raced.

If it is not possible to dispute the second part on the same day, the race will be considered as raced:

- by attributing half the points (if foreseen) if a number of laps comprising between 30% and 60% of those foreseen have been raced;
- not to attribute points if less than 30% of the foreseen laps have been raced;

b3) The race is interrupted when at least 60% of the foreseen laps have been raced.

In this case the race will be considered completed to all intents and purposes and classification will be established on termination of the preceding lap wherein the race was interrupted.

The same criteria must be followed, in cases of interruption, for the duration of an uninterrupted race. The Sports Officials must acknowledge in their register the circumstances which have determined interruption of the race, the procedures following and, if necessary, the circumstances which impeded repetition of the race as foreseen under preceding p.b2.

c) Neutralization of a race only on circuits equipped with lights conforming to international norm, two CP in each area, radio connection between the CP areas and the Race Administrators. Application of such availability will conform to Art. 16.6 lett.C of the NKR.

Art. S16) Racing in wet weather

S16.1) In the case of rain dispensations given by the Race Committee and foreseen under the National Karting Regulation will be applied.

S16.2) On suspending the race before half way through the trial run will be declared void. In cases of suspension between 50 and 75% of the foreseen distance 50% of the points will be attributed. Where the race is interrupted after surpassing 75% of the foreseen distance points will be integrally attributed.

Art. S17) Tyres

S17.1) All EASYKART categories will adopt tyres described under the TECHNICAL REGULATION.

S17.2) The Closed "Tyre" Park, is generally not foreseen. The Organiser or the Sports Officials could, however, predispose of one, also for a limited number of competitors.

S17.3) For each single race only the use of one set of tyres is allowed (new or used – at the discretion of the competitor/driver). The tyres will be "stamped" on termination of the 1st chronometric timed trial run inside the closed park. On request, in cases of problems relating to tyres, it will be possible to substitute the same by asking authorisation from the technical officials.

S17.4) Where the circuit has been declared wet, it will be possible to use "RAIN" tyres as foreseen under the technical regulation (new or used – at the discretion of the competitor/driver). For each single race only one set of "rain" tyres is allowed. On request, in cases of problems



relating to tyres, it will be possible to substitute the same by asking authorisation from the technical officials.

- S17.5) Where the circuit has been declared wet, for safety reasons the Sports Committee can allow eventual modification to the limitations imposed on use of tyres by authorising use of one or more supplementary sets.

Art. S18) Post Race technical verifications

- S18.1) On termination of all races and all Easykart official qualification rounds, the karts must be subjected to a weighing procedure to be predisposed by the organisers.
- S18.2) After the weighing procedure the karts must stay in the "closed park" area set up by the organisers. Only after expiry of termination for presentation of complaints and not before classification has been officially made, can the vehicles leave the closed park, and only then on express dispensation of the Sports Officials.
- S18.4) The Sports Officials can at any given moment during the Event and, at their own discretion, carry out a technical verification of the kart and to possible substitution of parts and/or the entire kart (without obligation to the competitor) with other particulars and/or a complete kart for which the Promoter certifies conformity. In such cases where such provisions are predisposed for verification of technical conformity at the Maker's headquarters, the same will commit himself to guaranteeing restitution to the legitimate owner in the shortest time possible.
- S18.5) Non-presentation of the kart at the closed park will be considered as refusal to submit to verification and will bring exclusion from trial runs.
- S18.6) Verifications will be carried out by the technical Committee in the presence of competitors and/or driver. Eventual irregularities found during verification following the qualifying rounds carries with it annulment of times obtained, whilst after the race will bring exclusion from classification. During verification reference will be made to the Technical Regulation for the Trophy, the identification forms supplied by the maker, besides any comparative comparisons carried out by the proposed Officials, with particulars supplied by the promoter who will also certify conformity.
In the ambit of post Race verifications it is the faculty of Sports Officials to provide a more thorough verification of one or more parts of the kart at the makers.
In this case the parts under verification, sealed with a leaden seal by the technical Officials, will be held by the Promoter (*through the circuit representative*) for the scheduled analysis. For verification undertaken at the makers, vouched for by the Sports authorities, there will be the Technical Committee belonging to the Event and/or a representative from the **ASN**.
- S18.7) Where there are serious technical irregularities, recognised and ascertained as fraud by the Bodies proposed by the ASN in all degrees of justice, the Promoter further reserves the right to eliminate the vehicle from all official races in the Trophy up to termination of the sports season or for an indeterminate period according to seriousness of fraud. Such dispensation cannot be appealed.

Art. S19) Claims and Appeals

- S19.1) Dispensations foreseen under the National Karting Regulation are to be applied.**
- S19.2) Claims must be made to the race Manager in pursuance with the terms foreseen by the National Karting Regulations.
- S19.3) Claims must be pertinent and dealing with a single argument. To be made to the race Manager or in his absence to a Sports Official, together with the amount for the fee foreseen by the National Karting Regulation.
- S19.4) Claims can be only be presented by a competitor who took part in the race to which the claim refers to.



S19.5) Within 30 minutes of the Sports Committee's decision, the driver may appeal. This will be subsequently dealt with under the terms foreseen by the National Karting Regulation.

Art. S20) National Final

S20.1) The race denominated National Final is a 'one off' trial race organised by the Promoter of the Trophy who, respecting the specifications stated in the Easykart Technical-Sports Regulation, will assign the Italian national title in absolute for each category: such a manifestation is organised when the National Championship has been organised on different Area and Divisionary Trophies.

S20.2) In the National Final only pilots with a National Licence will be admitted. Admission criteria must respect a criteria similar to the table given below:

Category	Pilots Admitted	Criteria
50cc TRAINING	-	On the basis of presences in the events area
60cc	72	On the basis of National Ranking
100cc	50	On the basis of National Ranking
125 Light	50	On the basis of National Ranking
125 Heavy	50	On the basis of National Ranking
125 Shifter	28	On the basis of classification in the National Trophy

S20.3) The promoter for the Trophy, having the right to vary the number of pilots admitted, must respect the criteria of merit in National Ranking by communicating any eventual variations in written form by way of the Race Register and the Trophy's official site (www.easykart.it).

S20.4) The promoter for the Trophy reserves the right to introduce eventual reserves.

S19.5) The promoter for the Trophy has the faculty to invite to the competition guests and pilots from different categories, but these will not participate in assignment to the National title.

S20.6) Where the number verified is equal or inferior to the circuit's capacity, the drivers qualified in the chronometric timed trial runs will race just the Final "A". Where the number verified is superior to the circuit's capacity, after the chronometric timed trial runs, a number of pilots equal to the circuit's capacity less six will qualify in the Finals "A" and/or "B" and/or "C" etc. Only in the last Final will be admitted as many pilots as foreseen by the circuit's capacity. The first 6 classified in the Finals "D" and/or "C" and/or "B" will earn the right to participate at the superior Final.

S20.7) Regardless of the Finals raced, during the course of single events only one set of tyres will be allowed.

S20.9) The first ten classified in the National Final will have the right in the following season to use the racing number equal to the position obtained. Number one, therefore, could be used by the winner of the Final.

S20.9) **On the basis of classification of the single National Finals a number of pilots will have the right to participate at the International Final – as shown below:**

Category	Pilots Admitted	Criteria
50cc TRAINING	-	By invitation
60cc	20	On the basis of classification in the National Final
100cc	15	On the basis of classification in the National Final
125 Light	15	On the basis of classification in the National Final
125 Heavy	15	On the basis of classification in the National Final
125 Shifter	10	On the basis of classification in the National Final

NB: Eventual reserves will be admitted on the basis of criteria expressed in the International Regulation.



Art. S21) Race numbers

- S21.1) The race numbers are assigned by the Promoter, who will co-ordinate the Easykart Sports activities. The number is assigned contextually on consignment of the easycard, which also gives the number of the race. The first numbers are reserved for the primary Classifications of the previous year's final ratings, whilst the subsequent numbers start from moment of request of easycard.
- S21.2) The race number must be applied on the front and back of the number plates. The number must be visible at all times.
- S21.3) The race number is valid for one year and must remain the same for all official races.

Art. S22) Prizes

- S22.1) In all trophy trial runs in the Easykart Trade-name prizes for merit are as foreseen in accordance with the P.R.G.
- S22.2) In cases of events with more than one Final prizes for merit will also be recognised for the first 3 classifiers of each final (A-B-C etc.) aside from the fact that the same pilots have obtained the right to participate in a superior Final.
- S22.3) The Particular Regulation for each single Event may foresee further awards.

Art. S23) Publicity

- S23.1) The Promoter reserves the right to use the publicity area on the number-holder panel of each kart, either to promote his own brand-names or those of any eventual sponsor of the Trophy. On the competitor's kart no other competitive brand-names may be placed with those of the Promoter.
- S23.2) It is forbidden by all competitors to advertise brand-names contrasting with those institutionalised by the Promoter (EASYKART, BIREL, FREELINE, etc.) on the kart and on race attire in all Easykart events, including prize-giving ceremonies. In the occasion of races reserved to Easykart, it is also forbidden to advertise un-authorized promotional material of any kind in the paddock and other areas surrounding the circuit.
- S23.3) Dispensations under preceding points S22.1 and S22.2 which are not respected cannot be the object of claim nor damages of a sporting nature. Any eventual actions will be of exclusive pertinence of the Promoter who can impose penalties in terms of scores.



TECHNICAL REGULATION

PREMISE. IT IS ABSOLUTELY FORBIDDEN TO BRING OR TAKE AWAY MATERIALS, ALL PIECES MUST BE STRICTLY ORIGINAL.

EVERYTHING NOT EXPRESSLY AUTHORISED UNDER THE PRESENT REGULATION IS ABSOLUTELY FORBIDDEN.

Art. T1) Chassis

T1.1) **Chassis:** Only chassis carrying the name BIREL are to be allowed as well as standard ranges and are to be mounted exclusively with original accessories. The maximum outside gauge allowed is as indicated on the table given below:

CATEGORY	50	60	100	125	125 SHIFTER
Model	B 25 - X	L 3 L 28 C-X	R 30 C-X R 30 C-Y	R 30 C-X R 30 C-Y	R 30 C-Y
Pitch	800 mm	900 mm	1040 mm	1040 mm	1040 mm
Maximum front gauge	920 mm	950 mm	1120 mm	1120 mm	1170 mm
Maximum rear gauge	1040 mm	1100 mm	1400 mm	1400 mm	1400 mm

T1.2) **Floor tray:** use of the floor tray range as supplied by the factory is obligatory.

T1.3) **Pedals:** pedals must form part of the range, the accelerator pedal must be fitted with a return spring. Between the brake pedal and the installed braking pump it is obligatory to install a correctly positioned secondary safety cable.

Repositioning of the pedals by way of opportune spacers is allowed as long as the safety of the system is not compromised; these have to be approved by the technical officials.

T1.4) **Spindles:** Spindles must be strictly standard, with coupling at fixed camber as originally set, and only those with height settings are admitted. Wheel spacers must be original (**two of 10 mm and two of 5 mm**) for each wheel – it is not important if they are internally or externally mounted except for the 125 **SHIFTER** category.

The pins fixing the spindles on the **C** of the chassis must be strictly standard and only made from steel; no variation of the form is allowed nor is it permitted to add or remove material from the same.

CATEGORY	50	60	100	125	125 SHIFTER
Spindles	A-10 x 135 E/17	A-10 x 135 E/17	A- 10 x 150 E/17	A- 10 x 150 E/17	P- 10 x 135 E/17



- T1.5) **Front stabiliser:** The front stabiliser mounted on EASYKART 100/125 125 SHIFTER must not be anything else but standard. Eventual removal of the stabiliser to vary the kart's stability is allowed.
- T1.6) **Direction:** direction control must be only from the steering column and steering pitman series. All directional elements must have a safety clamping system (self-locking nuts). The steering wheel can be of any type and size as long as it is from the FREELINE gamma.

CATEGORY	50	60	100	125	125 SHIFTER
Steering column	L 350	L 420	L 490	L 490	L 490
Standard steering wheel	ALL. 280 LEATHERETTE	ALL. 280 LEATHERETTE	ALL. 300 LEATHERETTE	ALL. 300 LEATHERETTE	ALL. 300 LEATHERETTE
Standard Steel pitman	- - - - -	225 - 225	260 - 270	260 - 270	260 - 270
Alluminium HQ steering pitman	185 - 195	215 - 215	255 - 255	255 - 255	255 - 255

- T1.7) **Tank:** the tank must be standard, no substitutions are allowed. The stub tube must come solely from the FREE-LINE range.

CATEGORIA	50	60	100	125	125 SHIFTER
Tank	0,9 Litres INCORPORATED	4 Litres	8 Litres	8 Litres	10 Litres

- T1.8) **Seat:** The seat can be of any type or measure as long as it forms part of the FREE-LINE range, seats in Kevlar and Carbon are excluded. Supplementary supports for seats independent of their length must be FREE-LINE originals.

CATEGORIA	50	60	100	125	125 SHIFTER
Standard seats	B	S	L	XL	XL



T1.9) **Axle:** the axle must be in one piece (solid or perforated), made from magnetic material and as originally assembled, including the flange bearing-holders and the various bearings which must be lodged in the original position. It is forbidden to loosen or remove the 'grain' which fix the bearings to the axle.

CATEGORY	50	60	100	125	125 SHIFTER
Axle	25 x 880 B	25 x 960 C	30 x 1000 x 5 M	40 x 1040 x 3 M	40 x 1040 x 3 M
Rear hub	Al 25 x 50	Al 25 x 50	Al 30 x 100	Al 40 x 100	Al 40 x 100
Front hub	- - - - -	- - - - -	- - - - -	- - - - -	Al 40 x 75

T1.10) **Brake system:** the brake system must be strictly standard and as originally assembled, as well as the brake pads which must be from the FREE-LINE range.

CATEGORY	50	60	100	125	125 SHIFTER
Rear brake system	M 20 x 2 H6	B-I H6/P22-LS B-I H6/P19-LS	B-I H6/P22-LS B-I H6/P19-LS	B-I H10/P22-LS B-I H6/P19-LS	B-I H10/P19-LS
Front brake system	- - - - -	- - - - -	- - - - -	- - - - -	I H8/P19-LS
Rear brake disk	80 x 200 x 6 F	80 x 200 x 6 G	80 x 200 x 6 G	80 x 200 x 10 G	80 x 200 x 10 G
Front brake disk	- - - - -	- - - - -	- - - - -	- - - - -	F 36 x 145 x 8 G
Rear disk-holder	25 x 80 – 6 A	25 x 80 – 6 A	30 x 80 – 6 A	40 x 80 – 8 A	40 x 80 – 8 A
Front counter-hub	- - - - -	- - - - -	- - - - -	- - - - -	40 x 86/B
Rear brake pads	90 x 11.5	90 x 11.5	90 x 16	90 x 16	90 x 16
Front brake pads	- - - - -	- - - - -	- - - - -	- - - - -	75 x 10

On an experimental basis a brake system could be authorised as shown on the following table:

CATEGORY	50	60	100	125	125 SHIFTER
Rear brake system	- - - - -	B-I H/P22SR-LS	B-I H/P22SR-LS	B-I H/P22SR-LS	- - - - -
Fixed disk-holder	- - - - -	40 x 66 – 8° HQ	40 x 66 – 8° HQ	40 x 66 – 8° HQ	- - - - -
Rear disk-pad	- - - - -	66 x 180 x 6A	66 x 180 x 6A	66 x 180 x 6A	- - - - -



T1.11) **Wheels:** the wheels must be those originally mounted, wheel fixing must have a safety system (self-locking nuts).

SLICK	CATEGORIA	50	60	100	125	125 SHIFTER
	Front Wheel	5" CH 110A-NE 5" CR 115A-OR	5" CR 115A-OR	5" CH 130A-LU	5" CH 130A-LU	5" DH 130A-LU
	Rear wheel	5" DH 150A-NE 5" DR 150A-OR	5" DR 150A-OR	5" DH 210A-LU	5" DH 210A-LU	5" DH 210A-LU

RAIN	CATEGORY	50	60	100	125	125 SHIFTER
	Front wheel	5" CH 110A-NE 5" CR 115A-OR	5" CR 115A-OR	5" CH 120A-LU 5" CH 130A-LU	5" CH 120A-LU 5" CH 130A-LU	5" DH 120A-LU 5" DH 130A-LU
	Rear wheel	5" CH 110A-NE 5" CR 115A-OR	5" DR 150A-OR	5" DH 180A-LU	5" DH 180A-LU	5" DH 180A-LU

DETAIL: the letters ending **CK** identify the colour **BLACK**, the letters **GO** identify the colour **GOLD**, the letters **SH** identify the finish **SHINEY**.

T1.12) **Bumpers:** only mounted, standard bumpers are allowed. The bumper fixing system must remain as originally assembled. All supports or supplementary support systems (nylon clips, steel cables/lines or other)

CATEGORY	50	60	100	125	125 SHIFTER
Front bumpers	- - - - -	545 x 325 518 x 260 FREE-LINE Fik 5/09	580 x 330 FREE-LINE CIK 03	580 x 330 FREE-LINE CIK 03	580 x 330 FREE-LINE CIK 03
Rear bumpers	USA B25-X	- - - - -	- - - - -	- - - - -	- - - - -

• **THE BUMPERS MUST BE SECURELY FIXED TO THE CHASSIS**

T1.13) **Fairing:** standard assembled fairings are admitted which form part of the same homologation, no type of modification or removal of material is allowed except for perforation for insertion of emergency starter.

CATEGORY	50	60	100	125	125 SHIFTER
Front lat. fairings	KG - Baby	FREE-LINE L3 FREE-LINE FIK 05	FREE-LINE CIK 99 FREE-LINE CIK 03	FREE-LINE CIK 99 FREE-LINE CIK 03	FREE-LINE CIK 99 FREE-LINE CIK 03
Rear fairings	- - - - -	FREE-LINE FIK 05	FREE-LINE CIK 03	FREE-LINE CIK 03	FREE-LINE CIK 03

On understanding the model for the fairings, there is a choice of colour.



T1.14) **Race number:** each frame must be equipped with at least two yellow-coloured number plates, one at the back and one at the front.

CATEGORY	50	60	100	125	125 SHIFTER
Minimum size of number plate	180 mm	200 mm	220 mm	220 mm	220 mm

T1.15) **OPTIONAL AND PERMITTED ACCESSORIES**

CATEGORY	50	60	100	125	125 SHIFTER
Pedals	-----	-----	Alluminium Anodized BLUE	All. Anodized BLUE	All. Anodized BLUE
Floor tray	Anodized BLUE	Anodized BLUE	Anodized BLUE	Anodized BLUE	Anodized BLUE
Diskholder	25 x 80 HQ	25 x 80 HQ	30 X 80 HQ	40 X 80 HQ	40 X 80 HQ
Chain link holder	25 HQ	25 HQ	30 HQ	40 HQ	40 HQ
Rear hubs	25 X 25 HQ	25 X 25 HQ	30 X 100 HQ	40 X 100 HQ	40 X 100 HQ
Front hubs	-----	-----	-----	-----	40 X 75 HQ
Anti stalling screw kit	FREE-LINE HQ	FREE-LINE HQ	FREE-LINE HQ	FREE-LINE HQ	FREE-LINE HQ
Wheel spacer kit	Alluminium anodiz. BLUE	Alluminium anodiz. BLUE	Alluminium anodiz. BLUE	Alluminium anodiz. BLUE	Alluminium anodiz. BLUE
Foot-rest	Alluminium anodiz. BLUE	Alluminium anodiz. BLUE	Alluminium anodiz. BLUE	Alluminium anodiz. BLUE	Alluminium anodiz. BLUE
Tilted steering-wheel support	FREE-LINE	FREE-LINE	FREE-LINE	FREE-LINE	-----

Art. T2) Engine

T2.1) **Engine:** the motors must be factory originals, no kind of modification is allowed unless expressly authorised by the maker.

No type of buff finish, removal or additions of materials are permitted with the exception of cylinder adjustment which must respect the maximum amount allowed.

CATEGORY	50	60	100	125	125 SHIFTER
TRADE NAME	Blue Bird	IAME	IAME	IAME	Easykart
Model	BB- N57E	Parilla EK 62	Komet EK 100	Komet EK 125	EKS 125
Displacement	56,5 cc	62 cc	100 cc	125 cc	125 cc
Stroke	34 mm	43,3 mm	48,5 mm	54 mm	54 mm



Standard bore	46 mm	42,50 mm	50,8 mm	54 mm	54,04 mm
Max. bore	- - - - -	42,70 mm	51,23 mm	54,28 mm	54,08 mm

* More detail can be found on the motor's identifying fiche.

T2.2) **Carburator:** only factory originals are permitted, no type of modification or glossing of the opening for entrance and **venturi**. Only substitution of fixed 'jets' chosen from those indicated in the table below are allowed.

All 'jets' must carry the factory trade name.

CATEGORY	50	60	100	125	125 SHIFTER
Carburator	WALBRO 397	TILLOTSON 385 A	TILLOTSON 384 A	TILLOTSON 384 B	DELL'ORTO VSHH 30 CS
Minimum Jet	adjustable	adjustable	adjustable	adjustable	- - - - -
Maximum Jet	adjustable	da 0.73 a 0.77	da 0.83 a 0.87	0,87 – 0,88	- - - - -
Max. pressure	- - - - -	0,8	0,8	0,8	- - - - -
Plunger/valve core	- - - - -	- - - - -	- - - - -	- - - - -	U 7
pulverizer	- - - - -	- - - - -	- - - - -	- - - - -	DP 263- 264 - 265
Float	- - - - -	- - - - -	- - - - -	- - - - -	126301 gr 9
Valve	- - - - -	- - - - -	- - - - -	- - - - -	- - - - -

The particulars evidenced in **black** are of standard assembly.

T2.3) **Clutch:** the clutch must be a factory original, no type of modification is allowed. Nor is it permitted to oil or grease any parts pertaining to it.

CATEGORY	50	60	100	125	125 SHIFTER
Clutch	BB 78 x 22,5	IAME FC 450	IAME FC 460	IAME FC 460	EKS 5 + 5

T2.4) **Ignition:** ignition must be a factory original, no type of modification is allowed.

CATEGORY	50	60	100	125	125 SHIFTER
Ignition		SELETTA 4P	SELETTA 4P	SELETTA 4P	
Ignition	BB ELT	SELETTA DK	SELETTA DK	SELETTA DK	SELETTA DK



T2.5) **Spark plug** : one spark plug and must be of the FREE-LINE trade mark mo. BRISK **L10SL** factory original. The length of the thread must not exceed 18.5mm. The spark plug's end edge mounted on the head must in no way enter the combustion chamber.

T2.6) **Induction silencer**: The induction silencer must be of the standard FREE-LINE range. Modification of the induction pipe is not allowed. The mounting direction of the rubber joint is unimportant, any excess inside the silencer may be removed.

CATEGORY	50	60	100	125	125 SHIFTER
Induction silencer	- - - - -	AL 22 PS	AL 22 PS	AL 22 PS	AL 29 PS

T2.7) **Silencer**: only the original silencer must be used, no modifications or alterations are allowed. Improvements to size of flexible joint between collector and silencer is allowed so long as the same material and shape remain.

CATEGORY	50	60	100	125	125 SHIFTER
Silencer	BB N57E	IAME 90/490	IAME 100/530	IAME 100/530	EKS 125

T2.8) **Instruments**: the use of one instrument for obtaining data (time keeping, rev. counter, odometer and lower spark plug temperature) is allowed, all unspecified instruments are totally forbidden.

Art. T3) Fuel:

T3.1) The Fuel must be made from a composition of unleaded petrol from a distributor indicated by the organisation and **2T EASYKART** oil mixture, in a ratio of 20 litres of petrol to one can of oil; except for the 50 category.

CATEGORY	50	60	100	125	125 SHIFTER
Ratio petrol/oil	50 / 1 adviseable	20 / 1	20 / 1	20 / 1	20 / 1

Art. T4) Transmission

T4.1) **Transmission**: transmission between the engine and axle must take place through a closed chain. The chain links and the chains must pertain to the standard FREE-LINE range, with the sole exception for the chain in the **125 SHIFTER** category. The rapport must be declared to the organisation and detailed in the official race register before each event and chosen from the range shown in the table.



CATEGORY	50	60	100	125	125 SHIFTER
Pinion	Z 9	Z 10	Z 11	Z 11	FREE-LINE Z 15 - 16
Chain link	80	76-78- 80 -82-84	78-80- 82 -84-86	78-80- 82 -84-86	22-23- 24 -25-26
Chain	106	102- 104	104- 106 -108	104- 106 -108	40 – 42

* **Pinions and chain links high-lighted in black are of standard mountings.**

* To simplify technical controls, the chain link must be mounted with the identification numbers facing the interior.

T4.2) **Chain guard:** it is obligatory to mount chain guards only from the FREELINE range.

Art. T5) Tyres

T5.1) **Tyres:** Only tyres detailed in the table below are allowed – whether for **SLICK** or for **RAIN**. For the latter two no further treads or re-touching are allowed regarding the original tread.

SLICK	CATEGORY	50	60	100	125	125 SHIFTER
	Trade-name	Easykart	Easykart	Easykart	Easykart	Easykart
	Front	ETS 4,0/10,0-5	ETS 4,0/10,0-5	ETS 4,5/10,0-5	ETS 4,5/10,0-5	ETS 4,5/10,0-5
	Rear	ETS 5,0/11,0-5	ETS 5,0/11,0-5	ETS 7,1/11,0-5	ETS 7,1/11,0-5	ETS 7,1/11,0-5

RAIN	CATEGORY	50	60	100	125	125 SHIFTER
	TRADE NAME	Easykart	Easykart	Easykart	Easykart	Easykart
	Front	ETR 4.0/10.0/5	ETR 4.0/10.0/5	ETR 4.0/10.0/5	ETR 4.0/10.0/5	ETR 4.0/10.0/5
	Rear	ETR 5.0/11.0-5	ETR 5.0/11.0-5	ETR 6.0/11.0-5	ETR 6.0/11.0-5	ETR 6.0/11.0-5

* It is strictly forbidden to alter the characteristics and/or performance of the tyres. (See the R.N.K. regulation)

Art. T6) Weight.

T6.1) **Weight** : the minimum weight is deduced with the complete kart and with the pilot in racing clothes ready for the race. Eventual extra weight must be exclusively and solidly mounted with at least 2 fixed points, with the exclusion of the bumpers and with screws and relative self-locking nuts. No small lead balls or other non-solid materials are allowed.

CATEGORY	50	60	100	125 Light	125 Heavy	125 SHIFTER
Weight of kart + pilot	Kg 70	Kg 105	Kg 135	Kg 150	Kg 160	Kg 170
Minimum weight of driver	-----	-----	-----	-----	Kg 80*	-----

*. Save in cases foreseen under article S4.5 of the EASYKART Sports Regulation.



WHERE NOT EXPRESSLY STATED UNDER THE PRESENT REGULATION REFERENCE TO THE R.N.K. IS STANDARD PROCEDURE

In cases of verification referral will be made to the Trophy's Technical Regulation, of the identification forms supplied by the maker, besides any other comparative comparisons carried out by the proposed Officials, with particulars supplied by the Promoter and who he himself certifies conformity. In the ambit of post Race verifications, moreover, it is the faculty of the Sports Committee to provide more detailed verifications of one or more parts of the kart at the maker's headquarters. In this case, the parts under verification, previously sealed and leaded by the technical Officials, will be withheld by the Promoter (by way of the circuit representative) for analysis. The verification at the maker's headquarters, standing security for the Sports Authority will be the Technical Committee for the Event and/or a representative from the sports Authority indicated by the CSAI.



TROFEO EASYKART 2008

NR	Data	Luogo	Aree				Categorie						Organizzatore	C.
			N-E	N-O	C-N	C-S	50	60	100	125L	125H	125S		

PRECAMPIONATO

1	17-feb	Ottobiano (PV)					X	X	X	X	X	X	BRIANZA KARTING	
2	24-feb	Arce (FR)						X	X				EUROPE BUSINES	

CAMPIONATO

1	02-mar	Branduzzo (PV)		X			X	X	X	X	X	X	BRIANZA KARTING	1
2	09-mar	Arce (FR)				X		X	X				UISP LAZIO	2
3	16-mar	Pomposa (FE)	X		X		X	X	X	X	X	X	UISP	1
4	06-apr	Cerrina (TO)		X			X	X	X	X	X	X	UISP	1
5	13-apr	Siena (SI)			X	X		X	X	X	X		VALDIDIENA SRL	1
6	27-apr	Udine (UD)	X				X	X	X	X	X		ALBERONE K.C.	2
7	04-mag	Parma (PR)		X	X		X	X	X	X	X	X	COSE SRL	1
8	18-mag	Artena (RM)				X		X	X				UISP LAZIO	2
9	25-mag	Ala di Trento (TR)	X				X	X	X	X	X		UISP	1
10	08-giu	Nizza Monferrato		X			X	X	X	X	X	X	BRIANZA KARTING	1
11	15-giu	Jesolo (VE)	X				X	X	X	X	X		UISP	1
12	22-giu	Rieti (RI)				X		X	X				UISP LAZIO	2
13	29-giu	Cervia (RA)			X			X	X	X	X	X	UISP	1
14	06-lug	Lonato (BS)	X	X			X	X	X	X	X	X	BRIANZA KARTING	1
15	20-lug	Corridonia (MC)			X	X		X	X	X	X		K.C. DRAKE	1
16	07-set	Gordona (SO)		X			X	X	X	X	X	X	BRIANZA KARTING	1
17	14-set	Fondi (LT)				X		X	X				UISP LAZIO	2
18	21-set	Cervia (RA)	X		X		X	X	X	X	X	X	UISP	1

FINALI

F. Naz.	05-ott	Parma (PR)					X	X	X	X	X	X	COSE SRL	
F. Inter.	19-ott						X	X	X	X	X	X	COSE SRL	

TROFEI INVERNALI

1	09-nov	Lonato (BS)					X	X	X	X	X	X	BRIANZA KARTING	
2	23-nov	Lonato (BS)					X	X	X	X	X	X	BRIANZA KARTING	

Legenda: C. = Coefficiente
 N/E = Nord Est
 N/O = Nord Ovest
 C/N = Centro Nord
 C/S = Centro Sud



APPENDIX – SPORTS REGULATION – Art. S19

Re: 125 SHIFTER CATEGORY

For this year the National Trophy for the 125 Shifter class will be judged on ten trial runs, instead of a single race Final as with all other Easykart categories.

The ten valid races for the Trophy are shown in the attached calendar.

At the end of the classification the best eight results will be retained as being indisputably valid, the two lowest scores obtained will not be considered and these will include those deriving from races where there is no participation.

In counting the results to be omitted the last trial run on the calendar and eventual disqualifications cannot be included.