

The WSK Promotion Ltd organises the “**2010 WSK EURO SERIES**” (the Series), international series recognised by the CIK-FIA. The Series will reward the winner of the “**2010 WSK EURO SERIES**” and the winner of the “**EURO CUP 2010**” for Teams in 5 categories: SUPER KF, KF2, KF3, and KZ1+KZ2. All the involved parties (WSK Promotion Ltd, ASN, Organisers, Entrants and circuits) undertake to apply and observe the rules governing the Series. All Drivers, Entrants and Officials participating in the Series undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the General Prescriptions applicable to the CIK-FIA Karting international Events and Championships, Cups and Trophies («the General Prescriptions»), the CIK-FIA Technical Regulations, these Sporting Regulations and the Events Supplementary Regulations.

The Series is governed by these Sporting Regulations and by the Technical Regulations of the CIK-FIA.

The Supplementary Regulations of each Event consist in Standard Regulations drafted in English, and possibly translated into other languages. One month before the Event, the organizer shall send to all the participating ASNs copies of the Supplementary Regulations.

When the Organiser sends his Supplementary Regulations to the ASN for approval, he must enclose his Civil Liability insurance policy covering the whole running of the meeting.

The right to associate the name of a company, an organisation or a commercial make to the Series is exclusively reserved for WSK Promotion Limited.

### 1 – The Organization

The WSK Promotion Ltd (73024 Maglie LE – Piazza della Repubblica, 8 – Fax +39 (0) 836.427550 web: [www.wskarting.com](http://www.wskarting.com) e-mail: [info@wskarting.com](mailto:info@wskarting.com)), holder of a **N.28318D** CSAI karting licence as Organizer, organises and calls the **2010 WSK EURO SERIES**, in collaboration with the organizers of the single events.

### 2 – Calendar of the events

The **2010 WSK EURO SERIES** is structured in five events, all of them registered in the International Sporting Calendar.

Round	Date	Circuit		CATEGORIES
1 <sup>^</sup>	07/03/2010	<b>*INTERNATIONAL CIRCUIT LA CONCA</b>	MURO LECCESE ITALY	Super KF – (KZ1+KZ2) KF2 – KF3
2 <sup>^</sup>	28/03/2010	<b>*INTERNATIONAL CIRCUIT SOUTH GARDA</b>	LONATO ITALY	Super KF – (KZ1+KZ2) KF2 – KF3
3 <sup>^</sup>	18/04/2010	<b>*INTERNATIONAL CIRCUIT DE ZUERA</b>	ZUERA SPAIN	Super KF – (KZ1+KZ2) KF2 – KF3
4 <sup>^</sup>	09/05/2010	<b>*INTERNATIONAL CIRCUIT GENK</b>	GENK BELGIUM	Super KF – (KZ1+KZ2) KF2 – KF3
5 <sup>^</sup>	06/06/2010	<b>*INTERNATIONAL CIRCUIT NAPOLI</b>	SARNO ITALY	Super KF – (KZ1+KZ2) KF2 – KF3

Owing to possible technical and organizational problems, the race could be moved to another circuit: backup circuits \*International Circuit La Conca - \*International Circuit South Garda

### 3 – Categories admitted:

The following international categories will be admitted:



- a) SUPER KF
- b) KF2
- c) KF3
- d) KZ1
- e) KZ2

Karts must comply with the CIK-FIA Technical Regulations.

#### 4 – Entries:

##### Entries “2010 WSK EURO SERIES”

Participation in the **2010 WSK EURO SERIES** is restricted to Entrants who will send their entries, through the relevant form provided, by **February 19<sup>th</sup> 2010**. For the category SUPER KF the first **51** registrations received by the above deadline will be accepted, for the categories \***KZ1** and \***KZ2** the first **51** registrations (total) received by the above deadline will be accepted and for the categories **KF2 - KF3** the first **90** registrations received by the above deadline will be accepted.

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

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

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

KF3 : International Driver Licence of Grade C-Junior

KF2 : International Driver Licence of Grade B or C

SUPER KF : International Driver Licence of Grade A or B

\* KZ1 : International Driver Licence of Grade A or B

\* KZ2 : International Driver Licence of Grade B or C

WSK Promotion Srl clarifies that, for the final score, every category will include a minimum of 15 verified drivers, otherwise the score will be reduced by 50%.

\*The categories KZ1 and KZ2 will compete together, but with different rankings, and according to the number of drivers entered to both categories, WSK Promotion Srl reserves the right to form a single category (KZ2), independently of the licence grade.

**The registrations must be delivered to WSK Promotion Ltd (73024 Maglie LE – Piazza della Repubblica, 8 - Fax +39 (0) 836.427550 e-mail: info@wskarting.com) as written on the relevant forms and together with Euro 2850,00 (vat included).**

In addition to that, it is also possible for each category to register to the single events of **2010 WSK EURO SERIES until to the attainment of the maximum number of the admitted Drivers**. These must reach **WSK Promotion Ltd** by the last Friday of the week before the event together with **Euro 600,00 (vat included)** registration fee.

Not concurring in one or more events gives no right to any reimbursement of the registration fees, whether partial or full.

#### 5 – Pre-Race Checks

##### SUPER KF -KF2-KF3-KZ1+KZ2

For every event the Drivers can use the following material:

- a) Chassis: max 2 models whose make is to be specified by the Entrants on their registration, in line with the CIK-FIA Technical Regulations;  
The material will be identified to the technical verifications (**location and time to be indicated in the Event Supplementary Regulations**) by the Scrutineers
- b) Engines: max 2 models whose make is to be specified by the Entrants on their registration, in line with the CIK-FIA Technical Regulations;  
The material will be identified to the technical verifications (**location and time to be indicated in the Event Supplementary Regulations**) by the Scrutineers



c) Tyres: every Driver can use from the beginning of the Qualifying Practice to the end of the Qualifying Heat max 6 slick or rain tyres, (3 front tyres and 3 rear tyres); for the PREFINAL and FINAL every Driver can use 4 slick or rain tyres, (2 front tyres and 2 rear tyres).

The rain tyres must to be of the same make as the Slick tyres.

During the **FINAL** or **PREFINAL**, in case of damage to one or more tyres, every Driver subject to the authorization of the Stewards, can use those of the Qualifying Heats.

Tyres are distributed by a draw and must be paid for on each event directly to the relevant Manufacturer and will be controlled with the "Parc Fermé tyres" system.

Every driver from cat. SUPER KF will use 4 new tyres in the Q2 SUPER POLE, provided for free by the company involved (same brand as those used in the Q1). At the end of the Q2 SUPER POLE, worn tyres shall be given back to the supplier, in the parc fermé.

c.1 – **KF2 – KF3 – KZ1+KZ2**

CIK FIA homologated tyres.

- **KF2 compound MEDIUM make VEGA - SLICK XM - RAIN W5**
- **KF3 compound HARD make DUNLOP – SLICK DDH - RAIN KT11W11**
- **KZ1+KZ2 compound MEDIUM make DUNLOP - SLICK DDM - RAIN KT11W11**

c.2 – **SUPER KF**

CIK FIA homologated tyres.

- **SUPER KF SLICK SOFT COMPOUND FREE MAKE**
- **SUPER KF RAIN CIK FIA homologated FREE MAKE**

d) Type of exhaust: **KF3** mod. **CIK-FIA**

e) Over the Series Drivers may, through their Entrants, change the makes of their chassis and/or of their engine from those originally registered. These changes must be sent by e-mail or fax to the **WSK Promotion Ltd** by the last Friday of the week before the event.

f) Drivers must be able to show, when requested by the Technical Scrutineers, the homologation forms for the material presented in the sporting and technical checks.

## 6 - Gasoline

The gasoline (**KART RON102**) will be given on the track with 25 lt containers by **PANTA SPA** in compliance with the CIK-FIA Technical Regulations (**Art. 21**).

DIGATRON DT 15 devices are used to control that the gasoline complies with these regulations, comparing it with a sample taken from the fuel distributor (**PANTA SPA**). In addition, the Stewards of the meeting, after hearing the opinion of the Technical Scrutineers, are entitled to rule, at their sole discretion, that the entire contents of a vehicle's gas tank be replaced with a mix consisting of gasoline taken from the fuel distributor above and oil, whose make and percentage shall be declared by the Entrant.

## 7 – Briefing

Before they can be allowed to continue the meeting, a mandatory fine of 125 Euros which must be paid to the Stewards of the Event will be inflicted on any Entrant and Driver who do not attend the Briefing.

## 8 - Free Practice

a) Free practice will take place the Thursday prior to the event turns established on every event. No more than 51 karts will be allowed on the track during these practices.

b) The free practice are forbidden the Monday and Tuesday of the week of the event, to exception of the first race, that will be admitted.

## 9 – Non Qualifying Practice

All Drivers must run in the non-Qualifying Practice.

No more than 51 karts will be allowed on the track during these practices.

## 10- Qualifying Practice

### 10.1 Qualifying Practice “Q1”

One 10 minute session named “Q1” per series is provided for every category.

Drivers who have passed Scrutineering are divided into two series or three if possible, by drawing lots in the presence of at least one Steward. Each series will comprise a maximum number of 36 Drivers. During each session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the start area will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2<sup>nd</sup> best time set by each Driver, and so on in the case of further ties.

The final classification of Qualifying Practice will be drawn up as follows :

- If there is only one series the grid will be drawn up in the order of the fastest time achieved by each Driver.

- If there are two or more series the ranking will be drawn up from the time obtained by every driver inside his series and the drivers will be divided up into different groups according to the placement achieved in the series they belong to and the classification will be determined: 1<sup>st</sup> place goes to the fastest time of the 1<sup>st</sup> series (fastest time overall), 2<sup>nd</sup> place to the fastest time of the 2<sup>nd</sup> series, 3<sup>rd</sup> place to the 2<sup>nd</sup> fastest of the 1<sup>st</sup> series, 4<sup>th</sup> place to the 2<sup>nd</sup> fastest time of the 2<sup>nd</sup> series, 5<sup>th</sup> place to the 3<sup>rd</sup> fastest time of the 1<sup>st</sup> series, and so on.

If no time is taken into account for a Driver, he shall take the start at the end of the grid. If several Drivers are in that situation, their starting positions shall be decided by drawing lots. Mechanics are not allowed to help Drivers once they have crossed the line drawn at the exit of the start area. If a Driver stops in the Repairs Area or in the Servicing Park, it will be final. He/she will not be allowed to restart.

### 10.2 “Q2 SUPER POLE” 10’ SUPER KF (participants are equal or more than 20)

“Q2 SUPER POLE” only for the category SUPER KF if the participants are equal or more than 20. The first 12 Drivers of the category SUPER KF, after “Q1” (1<sup>st</sup> Qualifying Practice), if there are 2 series, the first 6 of 1<sup>st</sup> series plus the first 6 of 2<sup>nd</sup> series, will run a 2<sup>nd</sup> Qualifying Practice (mandatory) named “Q2 SUPER POLE” of 10 minute that will determine the first 12 positions of the general classification.

During each session, Drivers will take the start when they choose. Any Driver having crossed the line drawn at the exit of the start area will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted. The time retained is that of the best lap covered during the session. Any ties will be decided by the 2<sup>nd</sup> best time set by each Driver, and so on in the case of further ties.

From 13<sup>th</sup> place below, it will be taken into consideration “Q1” (1<sup>st</sup> Qualifying Practice) placements.

In case of two series, combined ranking will be drawn up to 12<sup>th</sup> place, taking into consideration the time set by every driver in the “Q2 SUPER POLE”, whereas from 13<sup>th</sup> place below, it will be considered the time set by every driver inside his series. The division into groups will be decided from the placement achieved in the series the driver belongs to. The ranking will be determined as follows: 13<sup>th</sup> place will be assigned to 7<sup>th</sup> qualified driver in the 1<sup>st</sup> series (fastest series overall); 16<sup>th</sup> place will be assigned to 7<sup>th</sup> qualified driver in the 2<sup>nd</sup> series; 15<sup>th</sup> goes to 8<sup>th</sup> qualified driver in the 1<sup>st</sup> series; 16<sup>th</sup> goes to 8<sup>th</sup> in the 2<sup>nd</sup> series; 17<sup>th</sup> goes to 9<sup>th</sup> in the 1<sup>st</sup> series, and so on.

The Drivers who will not join in the “Q2 SUPER POLE” will be moved down to the last position in the general classification of 1<sup>st</sup> Qualifying Practice.

To the first three classified Drivers of the “Q2 SUPER POLE” will be awarded: a bonus of 3 points and a Trophy to 1<sup>st</sup> classified, 2 points to 2<sup>nd</sup> classified and 1 point to 3<sup>rd</sup> classified. Mechanics are not allowed to help their Drivers once they have crossed the no return line drawn at the exit of the



pre-grid. If a Driver stops in the Repairs Area or in the Parc Fermé, he/she will not be allowed to restart.

If a Driver stops after the no return line drawn at the exit of the pre-grid, he/she must move his/her kart to a safe location and stay with it until the end of the Qualifying Practice.

## **11 – Qualifying Heats (Km. 15) (Km. 10 in KF3)**

### **a) 36 or less Verified Drivers.**

Drivers will run three Qualifying Heats. The starting grid of the first heat is decided out of the official Qualifying Practice. The starting grid of the second heat is decided out of the classification of the first heat. The starting grid of the third heat is decided out of the classification of the second heat.

For each heat, for which Drivers will be classified according to the number of laps run, the following penalties will be applicable:

0 to 1<sup>st</sup> classified

2 to 2<sup>nd</sup> classified

3 al 3<sup>rd</sup> classified

And so on.

Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

If a Driver does not take the start in a Qualifying Heat, he will receive a number of penalties equal to the number of participants, plus 1.

If a Driver has been black-flagged or excluded, he will receive a number of penalties equal to the number of participants, plus 2.

Possible ties between two or several Drivers will be settled according to their classification in Qualifying Practice. At the end of the Qualifying Heats, the first 34 classified Drivers will be qualified for the PREFINAL.

### **b) Between 37 and 90 verified Drivers.**

After Qualifying Practice, Drivers must be divided in groups (A, B, C, etc.) taking into consideration track capacity and number of participants (the maximum number of Drivers per group is 18). Drivers are assigned a group based on Qualifying Practice: for example, if there are 4 groups the first classified in Qualifying Practice is assigned to group A, the second to group B, the third to group C, the fourth to group D, the fifth to group A, the sixth to group B, the seventh to group C, etc. Each group must compete with all groups, one by one. In case of 4 groups the Qualifying Heats are as follows:

1<sup>st</sup> - A with B 4<sup>th</sup> - D with B

2<sup>nd</sup> - C with D 5<sup>th</sup> - D with A

3<sup>rd</sup> - C with B 6<sup>th</sup> - C with A

The starting grid for each Qualifying Heat is always determined by the rankings of Qualifying Practice.

The following penalties will be assigned according to the arrival order of each heat (15 Km):

0 for 1<sup>st</sup> place; 2 for 2<sup>nd</sup> place; 3 for 3<sup>rd</sup> place and so on, adding one penalty point for each additional place.

If a Driver does not take the start in a Qualifying Heat, he will receive a number of points equal to the number of participants of groups A and B plus 1 (A+B+1).

If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of groups A and B plus 2 (A+B+2).

Any Driver who has not covered all the laps scheduled, even if he has not finished the Qualifying Heat, will be classified according to the number of laps he has actually completed.

A position-list will be prepared at the end of these Qualifying Heats, totalling all the penalties of each Driver. In case of ties between two or more Drivers, the tie-break will be determined according to their positions in Qualifying Practice.

At the end of the Qualifying Heats, the first 28 classified Drivers will be qualified for the PREFINAL.

In case of division into 5 groups, at the end of the qualifying heats it will be drawn up a ranking adding up all the penalties given to every driver; in case of *ex aequo* between two or more drivers, their position will be established from the placement in the timing practice. The first 34 qualified drivers after the qualifying heats are eligible to go to the PREFINAL, without running a second chance heat.

### 12 – Second Chance Heats (SUPER KF, KF2, KZ1+KZ2 Km. 15) (KF3 Km 10)

Non-qualified Drivers (MAXIMUM 28) will run a Second Chance Heat according to the principles usually applied. The best classified Drivers in the Second Chance Heat, up to six, will be admitted to the PREFINAL.

The starting grid of the PREFINAL will be defined, for the first 28 positions, by the classification of the previous heats, of the penalties received and, in case of *ex-aequo*, of the best position recorded during the Qualifying Practice.

The last 6 positions will follow the classification of the Second Chance Heat.

### 13 – Final Phase.

#### PREFINAL (Km. 20) e FINAL (SUPER KF Km 30) (KF2, KZ1+KZ2 Km. 25) (KF3 Km 20)

The starting grid of PREFINAL is defined, for the first 28 positions, by the classification of the Qualifying Heats and, as for the remaining 6 positions, by the arrival classification of the Second Chance Heats.

The starting grid of FINAL is defined by the arrival classification of PREFINAL.

Drivers who did not take the start of PREFINAL or were excluded from it will occupy the last positions on the Grid of FINAL.

### 14 – Drivers' final classification

#### 14.1 Drivers

According to the arrival of PREFINAL and FINAL, regardless of the numbers of laps, Drivers are assigned the following points:

Position	Points Prefinal	Points Final
1 <sup>st</sup>	20	45
2 <sup>nd</sup>	15	30
3 <sup>rd</sup>	10	20
4 <sup>th</sup>	9	15
5 <sup>th</sup>	8	12
6 <sup>th</sup>	7	10
7 <sup>th</sup>	6	9
8 <sup>th</sup>	5	8
9 <sup>th</sup>	4	7
10 <sup>th</sup>	3	6
11 <sup>th</sup>	2	5
12 <sup>th</sup>	1	4
13 <sup>th</sup>	-	3
14 <sup>th</sup>	-	2
15 <sup>th</sup>	-	1

For each category, the 2010 WSK EURO SERIES final classification is obtained by adding up, for each Driver:

- **KF2 – KF3 – \*KZ1+KZ2** all the results of the PREFINAL and FINAL;
- **SUPER KF** all the results of the PREFINAL and FINAL plus the Q2 SUPER POLE;



**\*The categories KZ1 and KZ2 race together with separate classifications for Prefinal and Final.**

In case of *ex-aequo* the Driver(s)'s highest number of best positions in **FINAL** will be decisive. In case of further *ex-aequo*, the Driver(s)'s highest number of best positions in **PREFINAL** will be decisive.

In case of further *ex-aequo*, the first best classification in **FINAL** will be decisive.

#### **14.2 Entrants "WSK EURO CUP 2010"**

For every category, every Entrant will score points to every race from the best drivers (max 2), for the final classification "**WSK EURO CUP 2010**" for TEAM.

For every category, the final classification "**WSK EURO CUP 2010**" is obtained by adding up all the results of PREFINAL, FINAL and Q2 SUPER POLE for SUPER KF have achieved by the 2 best drivers.

In case of *ex-aequo* the Driver(s)'s highest number of best positions in **FINAL** will be decisive.

In case of further *ex-aequo* the Driver(s)'s highest number of best positions in **PREFINAL** will be decisive.

In case of further *ex-aequo*, the first best classification in **FINAL** will be decisive.

### **15 – Prizes**

#### **15.1 – Classifications for each event**

For each category the following prizes will be awarded:

According to the classifications in FINAL, to the first three best classified Drivers: "**Honour Prize**";

#### **15.2 – Final classifications of 2010 WSK EURO SERIES**

a) For each category the following prizes will be awarded:

To the first three best classified Drivers: "**Honour Prize**";

To the first three best classified Drivers: "**Money Prizes**";

b) **Final classifications "WSK EURO CUP 2010"**

For each category the following prizes will be awarded:

To the first three best classified Entrants: "**Honour Prize**";

### **16 – Other Matters:**

#### **16.1 – Access to the Starting Grid:**

The Pre-Grid will close in all cases 5 minutes before the time fixed for the start. The start of the 5 minutes' time for the access to the grid will be signalled by a siren sound. Each doubled Driver will be shown a blue flag with a red cross along with his/her race number. In this case, the doubled Driver must reach immediately the servicing park (only in Prefinal and Final). He/She will be qualified according to the number of laps he/she will have actually run. Drivers not respecting the orders given through the above flag signalling will be excluded from the race by being shown the black flag with their race number.

#### **16.2 – Access to the Tyres Servicing Parks**

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

#### **16.3 - Passes**

The Entrants registered to the **2010 WSK EURO SERIES** will receive the following passes:

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

1 Driver pass

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

1 guest pass for each registered Driver;

1 Parking Paddock pass;

### **17 - Official Regulation**

The Official Regulation is that in English language.



**Attention:**

With reference to the clutch and REV limiter technical check we inform that the categories SKF1 - KF2 - KF3 are bound to buy the tools to assembly the check system.

The cost is 50,00 Euros, VAT to be added.

The tool kit will be available from 1st round of 2010 WSK Euro Series.

## **“APPENDIX B”**

### **Time-limit for protests.**

It is specified that any possible protest must be presented adhering the deadlines given in the art. 24 of the Specific Prescriptions for CIK-FIA Championships.

### ***Art.24 - Protests and Appeals***

*The right to protest lies only with Entrants. They must be presented in writing to the Clerk of the Course or to his deputy within 10 minutes after the posting of the results of the Qualifying Practice and Qualifying Heats (including the Second Chance Heat), and within 30 minutes after the posting of the classification of the Races of the final phase.*