



EASYKART EUROPEAN SERIES



ROUND 1, 19TH - 20TH MARCH, JESOLO (ITA) - ROUND 2, 16TH - 17TH JULY, STARY KISIELIN (POL)



REGULATION

Supplements of 14/06/11 in red

1. Admitted categories

- 1.1 All the EASYKART classes complying with the Easykart Technical Regulation 60cc - 100cc - 125 Light - 125 Heavy will be admitted. Light and Heavy categories will race together, but with different ranking, if there won't be at least 6 drivers per category. The 50 Training will participate as a promotional activity.

2. Admitted drivers

- 2.1 All the drivers coming from the European countries carrying the National Karting License released from their local ASN will be admitted. Extra-CEE drivers will have to bring a VISA from their ASN with the authorization to take part to the race. Drivers and entrants with extra-European Sporting License will not be admitted.

3. Registrations

- 3.1 Drivers and entrants have to transmit the Entry Form via fax. The form will be available on all the Easykart websites and on the International website (www.easykartinternational.com). Together with the Entry Form it is necessary to transmit also a copy of the bank transfer regarding the entry fee.

RACE	ORGANIZATION	FAX	E-MAIL
Round 2 - Stary Kisielin	PZM	0048.22.848.77 77	karting@pzm.pl

- 3.2 It will be possible to register within these deadlines:

Round 2

Opening: 28/06/2011

Closure: 10/07/2011



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4. Entry fee

4.1 The entry fee for each event will be the following:

CATEGORY	ENTRY FEE	TYRES	FRIDAY'S PRACTICE	SPOTS
50cc	Euro 60,00	-	included	-
60cc	Euro 220,00	-	included	64
100cc	Euro 220,00	-	included	54
125cc Light	Euro 220,00	-	included	34
125cc Heavy	Euro 220,00	-	included	34

5. Format of the event

5.1 The European Championship will take place in two rounds, the first in Jesolo (Italy) and the second in Stary Kisielin (Poland), and each category will run two races in both events (Race 1 and Race 2). The three best results will be valid for the Championship ranking, allowing therefore one discard. In case of disqualification on decision of the Stewards, it will not be possible to discard it.

5.2 The 2nd Round will follow this plan:

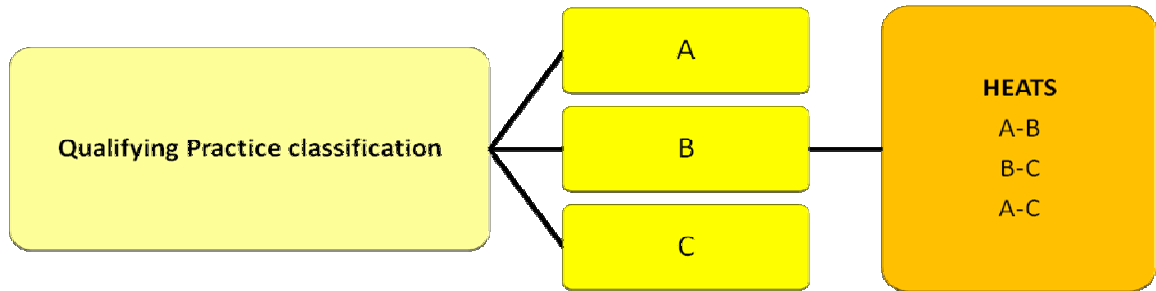
- The starting grid of the Finals will be determined with the penalty criterion. The penalties will be given according to the results of the Qualifying Practice and two Qualifying Heats.
- **Qualifying Practice:** the drivers will run a sole qualifying practice session of 10 minutes. The 60cc category will be divided in groups chosen at random by the Stewards according to the track's capacity. Penalties will be given according to the following criterion: the 1st place will have zero (0) penalties, the 2nd place will have two (2) penalties, the 3rd place will have three (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. During the Qualifying Practice, pit stops will not be allowed.
- **60cc and 100cc:** at the end of the Qualifying Practice, the drivers will be divided into three groups, according to the following criterion: the pole position will go in Group A, the 2nd place in Group B, the 3rd place in Group C, the 4th place in Group A, and so on, until three homogeneous groups are made, according to the track's capacity. Each group will have to race with the other groups during the Qualifying Heats.



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- **125cc Light e Heavy:** the drivers will race two Qualifying Heats in a sole group.
- **Qualifying Heats:** each group will race two Qualifying Heats on the distance of 10 Km for the 60cc and 12 km for the 100cc and 125cc categories. Drivers will make a rolling start. The qualifying heats will give penalties according to the same criterion used for the qualifying practice. If more than a driver stops before the end of the first lap, penalties will be assigned according to the best timing of the Qualifying Practice.
- **Intermediate classification:** at the end of the 2nd qualifying heat, the intermediate classification will be published, summing the penalties given during the qualifying practice and the qualifying heats. If two or more drivers have the same score, the classification will be made according to the best timing of the qualifying practice. The first 28 drivers of the classification will be directly admitted to the Finals (Race 1 and Race 2), whereas the others will race the Final "B". The first 6 drivers of Final "B" will gain the qualification for the finals.
- **Finals:** the finals (Race 1 and Race 2) will be made on the distance of 18 km for the 60cc, 22 km for the 100cc and 125 Heavy, and 24 km for the 125cc Light. The starting grid of Race 1 will be made according to the intermediate classification, whereas the starting grid of Race 2 will be made according to the arrival order of Race 1.
- **Scoring:** both finals will be valid for scoring, as described below. The three best results of both events will be valid for the Championship, without the possibility to discard a race in case of disqualification.



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Placement	Score
1 st place	p. 25
2 nd Place	p. 20
3 rd Place	p. 16
4 th Place	p. 13
5 th Place	p. 11
6 th Place	p. 10
7 th Place	p. 9
8 th Place	p. 8
9 th Place	p. 7
10 th Place	p. 6
11 th Place	p. 5
12 th Place	p. 4
13 th Place	p. 3
14 th Place	p. 2
15 th Place	p. 1

In case two or more drivers have the same score after the discard, the title will be assigned according to the following criterion, in this order:

1. Best placing
2. Best discarded placing
3. Best placing in Qualifying Practice
4. Best placing in Qualifying Heats

6. Race numbers

6.1 Race numbers will be assigned by the Organizer. Drivers who have specific requests, can ask for it in the entry form, without any obligation for the Organizer. The winners of the 2010 edition, if registered in the same category, can ask to use number one (1). Numbers given at the first race, will be valid also for the 2nd Round.

7. Tyres

7.1 In every free practice session, Saturday and Sunday's Warm Up included, the tyres will be free. Since Saturday's Qualifying Practice, it will be compulsory to use the race tyres from the Parc Fermé. Each driver will be able to use just one set of tyres.

7.2 For the 60cc and 100cc categories, tyres must be purchased at the Birel truck, directly at the track. The tyres fitting will take place in the Parc Fermé (according to the official



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schedule) and they will have to be dropped again in the Parc Fermé after each session of qualifying practice and heats. In case of rain it will be allowed No. 1 SET of RAIN tyres that each entrant can purchase from an authorized dealer. For safety reasons due to tyres excessive wear, the Stewards will be able to authorize an additional SET of RAIN tyres.

8. Sporting Checks

8.1 Sporting checks will take place c/o the Race Secretariat according to the official schedule. It will be compulsory to show the driver/entrant License, the medical certificate, take the self-certification form, declaring the kart that will be used during the race (Chassis number and Engine number).

9. Transponder

9.1 The transponder must be taken during the Sporting Checks, leaving the licence or a document as deposit.

10. Post-race Technical Checks

10.1 At the end of each qualifying session and at the end of the races, it will not be possible to exit the Parc Fermé before 30 minutes.

11. Free practice

11.1 The official free practice will take place on Friday, **50 Training included**, according to the official schedule (cost included in the entry fee). The track will be also open on Thursday and the cost will be Euro 40,00. The 50cc category will not have free practice sessions on Thursday.

12. Starting procedure

12.1 Every category will make a rolling start (50cc Training included). According to the International Regulation (Cik-Fia), that will be in force, the driver in pole position will keep the pace that must be moderate during all the formation lap. Drivers will have to pass on the finishing straight at moderate and constant speed, on two parallel rows, each



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one within the white passageways painted in the ground. The drivers will be able to exit the passageways only when the red lights will be turned off.

- 12.2 The drivers that for any reason will lose their position, will be able to regain it during the 1st and the 2nd formation lap, without making trouble for the other drivers, within the limit of the red line situated 250 meters before the beginning of the starting line.
- 12.3 For safety reasons, in order to check the starting procedure, the Race Director will have a radar control at his disposal, which will detect the speed of the driver in pole position. The maximum speed allowed will be 40km/h for the 60cc category and 50 km/h for the 100cc and 125cc categories.

13. Interruption of the starting procedure

- 13.1 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 the Parc Fermé. The starting grid must be resumed by admitting only the drivers aligned in pre-grid who have already started the formation lap.

14. Interruption of the race

- 14.1 The race can be interrupted after it has started. After the interruption of the race, the following situations can be verified:

A) *The race is interrupted before the conclusion of the second lap.*

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 formation lap.

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

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



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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.

15. Fuel

15.1 The Organizer will decide the official petrol station. Only unleaded commercial gasoline will be admitted, mixed with EASYKART oil at 5%. Also the 50cc category will have to comply with this rule.

16. Sprockets

16.1 It will be compulsory to use the following sprockets:

RACE	50cc	60cc	100cc	125cc
Round 2 - Stary Kisielin	80	80	82	82

17. Prize-giving

17.1 The first 6 drivers of each final will be awarded (Race 1 and Race 2), Final "B" included. Drivers of the 50 Training programme will be all awarded.

