

INTERNATIONAL SUPERKART SERIES

SPORTING REGULATIONS 2007

The “Stichting Superkart Organisation” («the SO») organises and promotes the International Superkart Series («the Series») which is the property of the SO and which is an International Series proposed by the KNAF (Dutch ASN) to the approval of the FIA, . The Series will reward the International Superkart Series Winner, in Division 1, Division 2 and Rotax257 Trophy. All the parties concerned (SO, ASNs, Organisers, Entrants, Drivers and circuits) undertake to apply and observe the rules governing the Series.

REGULATIONS

1) The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

GENERAL UNDERTAKINGS

2) 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 FIA International Sporting Code («the Code»), the CIK-FIA Karting Technical Regulations («the Technical Regulations») and the appendices specific to the Series, the General Prescriptions applicable to the CIK-FIA Karting international Events and Championships, Cups and Trophies («the CIK-FIA General Prescriptions») and their appendices, and these Sporting Regulations.

3) The Series is governed by these Sporting Regulations and by the Technical Regulations.

4) Any special national regulations must be submitted to the SO. The SO will ensure that all applicant Entrants are informed of such special regulations before entries close under Article 28.

5) The Supplementary Regulations must be published according to the Article 65 of the FIA International Sporting Code and must be approved by the ASN hosting the Event concerned. Each Event organisers must indicate in their Supplementary Regulations whether there are problems of importation of competition karts or of spare parts, and what measures to take in order to limit such problems.

Any modification or supplementary provision to the regulations of an Event must be introduced in the respect of the Code, by the inclusion of numbered and dated bulletins, which will become an integral part of the Supplementary Regulations of the Event.

6) No Manufacturer, no association of Manufacturers, no Entrant may organise or be associated with an ASN, with a club affiliated to that ASN or with an Organiser, for the organisation of an Event counting towards this Series.

7) The right to associate the name of a company, an organisation or a commercial make to the Series is exclusively reserved for the SO. Unless there is a previous written agreement of the SO, no Organiser or group of Organisers whose Event(s) is/are part of the Series may indicate or make believe that the said Series is sponsored or financially helped either directly or indirectly by a commercial firm or organisation.

8) Only the SO, with the agreement of the presenting ASN (KNAF) and the CIK-FIA, is entitled to grant waivers to these Sporting Regulations.

GENERAL CONDITIONS

9) It is the Entrant’s responsibility to ensure that every person concerned by his entry observes all the provisions of the Code, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an

entered kart during any part of an Event is responsible jointly and severally with the Entrant for ensuring that the provisions are observed.

10) Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event.

11) The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity.

12) Entrants, Drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed to them in the Sporting Checks.

SERIES EVENTS

13) Subject to modifications to the Calendar, the Series is run over 6 Events comprising two races each.

14) The Events counting towards the Series («the Events») will have the status of full international Events and will be duly entered on the CIK-FIA International Sporting Calendar.

15) Each Event will comprise two races named «Race 1» and «Race 2». The distance of each race, from the start signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the distance of 50 km. The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The Line consists in a single line across the track.

16) An Event may be cancelled if the karts of fewer than twelve Drivers have passed Scrutineering. If no alternative formula may be found, the CIK-FIA will study any palliative solution.

CLASSIFICATION

17) The classification of the Series will be established by retaining all races.

18) The titles of International Superkart Series Winner will be awarded to the Driver who has scored the greatest number of points, respectively in Division 1, Division 2 and Rotax257 Trophy.

19) At each Event, the following final classifications shall be drawn up: classification of Drivers in Race 1 and classification of Drivers in Race 2. Points will be awarded at each Race to the first 15 finishers according to the following scale: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

20) If a race is stopped under Article 2.21 of the General Prescriptions and cannot be restarted and if less than 2 laps have been completed, no points will be awarded. If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.

21) If both Races of one and the same Event are cancelled for reasons of force majeure and if Qualifying Practice could be held in normal conditions, the full points (according to the scale per Race provided for in Article 20) will be awarded on the basis of the classification of this Practice.

DEAD HEATS

22) Prizes and points awarded for all the positions of Drivers who tie will be added together and shared equally.

23) If two or more Drivers finish the season with the same number of points, the higher place in the Series (in either case) will be awarded:

- a) to the holder of the greatest number of first places or, if only two races have been held within the framework of a Series comprising one single Event, to the Driver who has obtained the best classification in Race 2 (on the condition he has been classified in Race 1);
- b) if the number of first places is the same, to the holder of the greatest number of second places;
- c) if the number of second places is the same, to the holder of the greatest number of third places and so on until a winner emerges;
- d) if this procedure fails to produce a result, the SO will nominate the winner according to such criteria as it deems fit.

OFFICIALS

24) Chapter X of the FIA International Sporting Code.

ENTRANTS' APPLICATIONS

25) Applicants must hold valid Entrants' International Licences and the necessary authorisations (visas) issued by their ASNs affiliated to the CIK-FIA.

26) Applications to participate in the Series must be submitted to the secretary of Superkart Organisation at least 7 days prior to each Event by means of the entry form available on www.superracekart.info and must be accompanied by the copies of the licences and entry fee to the order of the SO. Successful applicants are automatically admitted to the Event concerned. Unsuccessful applications will be notified at last 6 days prior to the Event.

27) Applications shall include:

a) confirmation that the applicant has read and understood the Code, the CIK-FIA General Prescriptions, the Appendices, the Technical Regulations and the Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Series, to respect them;

b) the name, contact details and datas of the Driver.

28) The number of entries in each Event of the Series will be limited to 60. Entry forms that are incomplete will not be taken into consideration. Entries will be selected according to the order of arrival at the Secretariat of the SO.

29) All applications will be studied by the SO, which will publish the list of karts and Drivers accepted, with their racing numbers, at the latest 2 days after the closing date of entries, unsuccessful applicants having already been informed in compliance with Article 26.

ELIGIBLE DRIVERS

30) Drivers entering the Series Events must be 18 years old minimum and holders of a Grade A, B or C International Karting Licence, issued by their ASN affiliated the CIK-FIA, in compliance with Articles 4.2, 4.3 and 4.4 of Appendix B.

ELIGIBLE KARTS AND EQUIPMENT

31) Events are reserved for Division 1, Division 2 and Rotax257 Trophy Superkarts, as defined by the Technical Regulations.

32) The Entrant must enter a chassis and engines combination for each Event.

33) Each Driver will be entitled to submit to Scrutineering the following equipment:

Number of chassis: 1 *

Number of engines in Div. 1: 2 lower engines, of the same make or of different makes;

4 lower engines, of the same make, for the karts powered by 2 ICC engines

Sets of «slick» tyres: free

Sets of «wet weather» tyres: free

* Any chassis damaged in a racing incident ascertained by Race Direction or by the Panel of Stewards may be pointed out to the Scrutineer, who will be the only official entitled to allow or refuse the replacement of the damaged chassis by a chassis that has not yet been registered at Scrutineering by another Driver.

34) Change of equipment

Changing engines, chassis and the chassis/engine unit between the various Drivers is forbidden. However, one and the same spare engine may be registered at Scrutineering by several Drivers.

No change of chassis, of the engine or of the chassis/engine unit may be carried out during the starting procedure or between the start and finish of the Races. Offenders will be excluded from the Event concerned.

RACING NUMBERS AND DRIVER'S NAME

35) Racing numbers shall comply with the provisions of Article 24 of the CIK-FIA Technical Regulations. In the Rotax257 Trophy the numberplates will be white with black numbers.

36) The name of the Driver must appear on each side of the lateral bodywork (or on the bubble-shield) and be clearly legible, in accordance with Article 24 of the Technical Regulations.

37) The flag of the Driver's nationality must be that of the nationality of his licence.

SPORTING CHECKS AND SCRUTINEERING

38) See Article 2.10 of the CIK-FIA General Prescriptions.

39) At each Event, the SO and the Stewards of the Event will control all licences.

40) At Scrutineering of each Event, the chassis and main engine parts (crankcases) will be marked. A Driver may change his equipment already identified during Scrutineering until the beginning of Qualifying Practice. Any changed equipment shall be of the same make (chassis, engine) as the equipment mentioned on the Technical Passport and shall be passed again at Scrutineering. Therefore, the Organiser must provide for the presence Scrutineering until the start of Qualifying Practice.

BRIEFINGS

41) Article 2.18 of the CIK-FIA General Prescriptions.

GENERAL SAFETY

42) Article 2.14 of the CIK-FIA General Prescriptions.

NUMBER OF KARTS ALLOWED ON THE TRACK

43) Article 6.2 of the Circuit Regulations, Part 1.

RUNNING OF AN EVENT

44) Each Event will comprise Qualifying Practice and two Finals, called «Race 1» and «Race 2» and may comprise Free Practice and a Warm-Up.

a) Free Practice: The programme of the Event may provide for free Practice, with a fee of 50 euros maximum for the access to the track. It is reserved for Drivers who have passed the Sporting Checks.

b) Qualifying Practice: for Drivers who have passed Scrutineering. Two sessions of 20 minutes as a minimum are provided for, separated by 2h30 as a minimum. At each pit stop, Drivers shall report to the weighing area in order to be weighed. Any lap fully covered is timed.

The time retained is that of the best lap covered during the two sessions. Any ties will be decided by the 2nd best time set by each Driver, and so on in the case of further ties.

Any Driver whose best qualifying lap is more than 125% of the average time of the best three lap times in his category will not be allowed to take part in the Warm-Up (optional) and the final phase. Under exceptional circumstances however, which may include setting a suitable lap time in a previous non-Qualifying Practice session, the Stewards may allow the Driver to start the final phase, at the end of the grid. Should there be more than one Driver accepted in this manner, their order will be determined by the Stewards.

c) Final phase: the qualified Drivers (number determined by the length of the circuit and specified in the Supplementary Regulations of the Event) will compete in the final phase, over a total distance of 100 km, which will be run according to the following format: Race 1 and Race 2 (for each race there is a final classification and an allocation of Series points).

* Race 1 (50 km): Starting positions according to the position obtained after the Qualifying Practice sessions.

* Race 2 (50 km): Starting positions according to the position obtained after the Qualifying Practice sessions.

The 2 Races must be separated by 2 1/2 hours as a minimum.

STARTING GRIDS

47)

A. At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.

B. Only these Drivers will be allowed to take the start of Race 1 and Race 2.

C. Any Entrant whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course as soon as he has the opportunity.

D. The pole position Driver of each grid will have the choice in the pole position (on the left or right side of the track), providing that he advises the Clerk of the Course as soon as he reaches the Assembly Area. This choice will only modify the first row, to the exclusion of the others. Failing this, the pole position Driver of each grid will take the start of the race from the grid position designated in the Supplementary Regulations of the Event.

E. Access to the grid will end twenty minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the grid at that moment shall no longer be allowed to do so, except under exceptional circumstances left to the appreciation of the Panel of Stewards. Special demands of the organiser of the event can increase or decrease this timelimit. A change in this limit will be payed attention to in the Briefing.

STARTING PROCEDURE

48) Article 2.20 of the CIK-FIA General Prescriptions.

49) Rolling start for karts with gearboxes (long Circuits): Karts will be preceded by a Pace Car (at a speed of approximately 80 kph) and followed by a service car. At the end of the Formation Lap (or, as the case may be, at the end of the last Formation Lap), the Pace Car will drive aside before the Line and, at that time, the pole position kart shall drive at the same speed and the other karts shall keep their positions until the start is given by the switching off of the red lights.

At the end of the Formation Lap, should conditions require it, the Clerk of the Course will order the Pace Car to cover one or several extra Formation Laps. If such an extra Formation Lap is covered, the start of the Race will be considered as having been given at the end of the first Formation Lap.

50) The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the Driver concerned from the Event.

SAFETY CAR

51)

a) The safety car must be marked "SAFETY CAR" in letters of similar dimensions to those of the race numbers, on the rear and sides. It must have three revolving orange lights on the roof each powered by a different electrical circuit. It will be driven by an experienced circuit driver. It will carry an observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

b) No more than 30 minutes before the race start time the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under m) below) it will cover a whole lap of the circuit and enter the pit lane.

c) The safety car may be brought into operation to neutralise a race upon the decision of the Clerk of the Course. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.

d) When the order is given to deploy the safety car, all observers' posts will display waved yellow flags and a board «SC» which shall be maintained until the intervention is over.

e) The safety car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is.

f) All the competing karts must then form up in line behind the safety car no more than 5 karts lengths apart and overtaking, with the following exceptions, is forbidden until the karts reach the Line (or the next safety car starting point) after the safety car has returned to the pits. Overtaking will be permitted under the following circumstances :

- if a kart is signalled to do so from the safety car;

- under m) below;

- any kart entering the pits may pass another kart or the safety car after it has crossed the first safety car line, as defined under q) below;

- any kart leaving the pits may be overtaken by another kart on the track before it crosses the second safety car line, as defined under q) below;

- when the safety car is returning to the pits it may be overtaken by karts on the track once it has crossed the first safety car line;
- if any kart slows with an obvious problem.

g) When ordered to do so by the Clerk of the Course the observer in the safety car will use a green light to signal to any karts between it and the race leader that they should pass. These karts will continue at reduced speed and without overtaking until they reach the line of karts behind the safety car.

h) The safety car shall be used at least until the leader is behind it and all remaining karts are lined up behind him (or, when there is more than one safety car, all the karts in that safety car's sector).

Once behind the safety car, the race leader (or leader of that sector) must keep within 5 kart lengths of it (except as under j) below) and all remaining karts must keep the formation as tight as possible.

i) While the safety car is in operation, competing karts enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of karts following it are about to pass or are passing the pit exit. A kart rejoining the track must proceed at an appropriate speed until it reaches the end of the line of karts behind the safety car.

Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all karts must follow it into the pit lane without overtaking. Any kart entering the pit lane under these circumstances may stop at its designated garage area.

j) When the Clerk of the Course calls in the safety car, it must extinguish its orange lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first kart in line behind the safety car may dictate the pace and, if necessary, fall more than five kart lengths behind it.

As the safety car is approaching the pit entry the yellow flags and SC boards at the observer's posts will be withdrawn and replaced by waved green flags with green lights at the Line. These will be displayed for no more than one lap.

k) Each lap completed while the safety car is deployed will be counted as a race lap.

l) If the race ends whilst the safety car is deployed it will enter the pit lane at the end of the last lap and the karts will take the chequered flag as normal without overtaking.

m) In exceptional circumstances the race may be started behind the safety car. In this case, at any time before the one minute signal its orange lights will be turned on. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated, the safety car will leave the grid with all karts following in grid order no more than 5 kart lengths apart. There will be no formation lap and the race will start when the green lights are illuminated.

Overtaking, during the first lap only, is permitted if a kart is delayed when leaving its grid position and karts behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order.

Any driver who is delayed leaving the grid may not overtake another moving kart if he was stationary after the remainder of the karts had crossed the Line, and must form up at the back of the line of karts behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid.

A penalty will be imposed on any driver who, in the opinion of the Stewards, unnecessarily overtook another car during the first lap.

n) At circuits where safety car procedures are to be used, two continuous, 20cm wide “Safety Car Lines” should be marked with non-skid paint, crossing the track and the pit entry and exit roads from side to side, normal to the track centreline, at the following places:

- Safety Car Line 1: at the point at which it is deemed reasonable to allow a kart entering the pits to overtake the safety car or another competing kart remaining on the track. It is also the point at which competing karts can pass the safety car as it enters the pits at the end of the intervention.

- Safety Car Line 2: at the point at which karts leaving the pits are likely to be travelling at a similar speed to competing karts on the track. A kart on the track may therefore overtake another leaving the pits before reaching this line but no overtaking may take place after it.

STOPPING A RACE

51) Article 2.21 of the CIK-FIA General Prescriptions.

RESTARTING A RACE

52) Article 2.22 of the CIK-FIA General Prescriptions.

FINISH AND PARC FERMÉ

53) Articles 2.23 and 2.13 of the CIK-FIA General Prescriptions.

INSTRUCTIONS AND COMMUNICATIONS TO ENTRANTS

54) Article 2.16 of the CIK-FIA General Prescriptions.

INCIDENTS

55) Article 2.24 of the CIK-FIA General Prescriptions.

PROTESTS AND APPEALS

56) Chapter XII and XIII of the FIA International Sporting Code and Article 2.26 of the CIK-FIA General Prescriptions.

PODIUM CEREMONY

57) At the end of each Race of an Event, the Drivers classified 3rd, 2nd and 1st in Division 1, in Division 2 and in Rotax257 Trophy shall enter on the podium one after the other. The winning Driver’s national anthem will be played and the national flags of the first three finishers will be hoisted.