

FFSA FRENCH CHAMPIONSHIPS

KF3 – KF2 – KZ2

GRANDS PRIX OPEN (GPO) 2010

Preamble

The FFSA organises the French KF3 – KF2 and KZ2 Championships, consisting of 10 rounds in 5 meetings.

ARTICLE 1. ORGANISATION

1.1 *These Championships consist of a series of 10 rounds called FFSA FRENCH CHAMPIONSHIPS – GPO.* These 10 rounds will take place over a period of 5 weekends with : one round on Saturday, one round on Sunday, each weekend.

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For any item not specifically covered by these regulations, the provisions of the International Sporting Code, and FFSA Sporting and Technical regulations shall apply.

1.2. The FFSA GPOs shall take place as shown in the calendar below:

29 et 30 may	Varenes (France)	ASK VARENNES
19 et 20 june	Angerville (France)	ASK ANGERVILLE
31 july et 1^{er} august	Lyon (France)	ASK LYON
25 et 26 september	Ostricourt (France)	ASK METROPOLE
30 et 31 october	Laval (France)	ASK LAVAL

The FFSA reserves the right to change this calendar.

1.3. TIMETABLE

- 1.3.1.** The timetable shall be defined based on the number of competitors and shall be sent by the operator to the registered drivers, to the organisers and to the race officials. With the exception of force majeure events, the timetable shall not be changed.
- 1.3.2.** An administrative check shall be performed on Thursday from 2.00 p.m. to 7.00 p.m. and on Friday from 7.30 a.m. to 9.00 a.m.
- 1.3.3.** Installation in the paddock area shall take place on Thursday from 9.00 a.m. to 7.00 p.m. and on Friday from 7.30 a.m. to 10.00 a.m.
- 1.3.4.** The Meeting shall be officially opened on Friday at 8.00 a.m. with the official free practice sessions. Drivers shall be given the opportunity to train the day before the race **on Thursday afternoon (track fees to be paid)**. No kart, not even a hired one, shall be admitted to the circuit starting from the Saturday before the Meeting.

A first aid station shall be available from Friday morning.

1.4. CHECKS

Fuel distribution, preparation of fuel mixture and fuelling shall take place on Friday according to a schedule defined by the operator.
Details of these checks shall be reported in the InfosPilotes (see 1.5.) sent to drivers before every meeting.

1.5. INFOS-PILOTES

Before each Meeting, the operator shall send drivers a document entitled « InfosPilotes ». This is

an official document that can contain, among other things, explanations and/or changes to these regulations. In any case, drivers registered for the relevant Meeting commit to abide by the rules set forth in the InfosPilotes.

ARTICLE 3. COMPETITORS AND DRIVERS

3.1. **LICENSES**

The French Championships shall be opened to any driver holding an international karting license "Pilote concurrent conducteur", grades A, B or C, valid in his/her category according to regulations set by the FFSA, and to all foreign drivers holding an international license issued by a foreign ASN.

3.2. **ADMITTED DRIVERS**

3.2.1. *A maximum number of 72 drivers in the KF3, KF2 and KZ2 categories shall be admitted to each round. The FFSA and the Promoter reserve the right to change this number.*

3.2.2. *Drivers who register for the whole Championship will be accepted based on the order in which the operator received their registrations and within the limits of available places. Registrations for a single Meeting (two races) will be accepted based on the order in which the operator received the drivers' registrations and within the limits of available places.*

3.2.3. *«The C-Junior licence is exclusively reserved to the KF3 category, for drivers from 13 to 15 years of age (age reached in the year). CIK/FIA graded drivers cannot register in this category».*

3.2.4. *The KF2 category (holder of a B or C international licence) is reserved to drivers who are 15 and above (age reached in the year). CIK/FIA graded drivers cannot register in this category.*

3.2.5. *The KF2 category (holder of an A, B or C international licence) is reserved to drivers who are 15 and above (age reached in the year). CIK/FIA graded drivers cannot register in this category».*

3.3. **REGISTRATION FOR THE CHAMPIONSHIP**

3.3.1. Any driver wishing to take part in the French Championship shall fill in the application form and/or send it to the operator, as established by the FFSA. Registrations can be submitted directly on the Internet and/or by mail. In any case, registrations must be received by the operator at least 21 days before the date of the first round of the Championship 2010. Registrations must be accompanied by the payment of the relevant fee (by mail: cheque payable to «FFSA»; on the Internet: directly by Secure Bank Card). The entry fee for the whole French Championship 2010, i.e. the 10 rounds, amounts to 1.650 €.

3.3.2. The entry fee includes, in particular, administrative expenses, track rights for Friday, the 5 passes and a paddock space for the relevant round. The organiser may charge an extra fee only for the parking place, the track rights for Thursday and the hiring of the transponder.

3.3.3. Failure of a driver to participate in the races does not entitle him/her to any refund (with the exception of force majeure events). It is not permitted to register or to replace any driver on the spot.

3.4. **REGISTRATION FOR A SINGLE MEETING (TWO ROUNDS)**

3.4.1. Any driver wishing to take part in a single meeting, i.e. 2 rounds, of the French Championship, shall fill in the application as established by the FFSA. In any case, the application must be received by the operator at least 10 days before the date of the relevant Meeting. Registrations must contain the payment of the relevant fee (by mail: cheque payable to : (GPO Karting – 13ème Avenue) ; on the internet: directly by Credit Card; or by Bank transfer). The entry fee for a single meeting of the 2009 French Championship, i.e. 2 rounds, amounts to 420 €.

3.4.2. The entry fee includes, in particular, administrative expenses, the track rights for Friday, the 5 passes and a paddock space for the relevant round. The organiser may charge an extra fee only for the parking place, the track rights for Thursday and the hiring of the transponder.

3.5. **CHANGE OF CATEGORY**

TA driver registered for the whole KF3, KF2 and KZ2 championship, or for a single round, will only be allowed to change his category once during the championship.

ARTICLE 4. MATERIALS AND EQUIPMENT

4.1. ADMITTED MATERIALS

- 4.1.1. Definition of the technical regulations of the corresponding category
- 4.1.2. In compliance with CIK regulations for the KZ2 category, each driver may have two chassis (of the same brand) and two engines (of the same brand) at his/her disposal. Any exchange of engines, chassis, and tyres between drivers is forbidden. The choice of the chassis is left to the driver's discretion. However, in the event of unstable weather conditions, each of the two chassis shall be ready for use and assembled into two different configurations, one of the "dry" type and the other of the "rain" type. The two chassis shall be taken to the "start" assistance park. Any driver failing to comply with this requirement shall not be granted any extra time. Only the chassis chosen by the driver may be taken to the pregrid or to the grid and this choice is final.
- 4.1.3. According to CIK KF2 & KF3 regulations, each driver may have two chassis (of the same brand) and two engines (of the same brand) at his/her disposal. Any exchange of engines, chassis, and tyres between drivers is forbidden. No change of chassis, engines or chassis/engine is allowed either during the starting procedure or between the start and the arrival of the timed qualifying, semifinals or prefinals and finals.
- 4.1.4. Drivers who have registered for the whole Championship must own their transponders. Drivers who have registered for one round can rent their transponders on the spot.

4.2. FUEL TYRES RACING NUMBERS

4.2.1. Fuel

- 4.2.1.1. The fuel mixture used during free practice and warmup sessions ON Saturday and Sunday morning is provided directly by the driver. A 2nd fuel tank must be used for the warmup.
- 4.2.1.2. The petroil mixture used for the race (official timed qualifying, final phases) shall never leave the assistance park (parc fermé).
- 4.2.1.3. The fuel mixing, the filling up and the storing of tanks shall take place exclusively within the assistance park (parc fermé). The fuel mixture shall be prepared only once. Tanks shall be easy to remove, in order to be stored in a dedicated place.
- 4.2.1.4. The supply and distribution of petrol shall take place exclusively within the assistance park (parc fermé), upon presentation of the "petrol vouchers" previously bought on the spot or on the internet by the driver or the competitor. Oil shall be provided by the driver (or the competitor). Only new drums, sealed at the origin and complying with the list of CIK/FIA approved lubricants may enter the assistance parc fermé allocated to this purpose.

4.2.2. Tyres

- 4.2.2.1. For the KF3, KF2 and KZ2 categories, each driver shall be equipped at maximum:
- For the day of Friday: with 8 « slick » tyres (4 front and 4 rear ones) to be used freely, but under the organiser's control. No quotas or controls shall be imposed by the organiser on "rain" tyres.
 - For the day of Saturday 4 « slick » tyres (2 front and 2 rear ones)
 - For the day of Sunday: 4 « slick » tyres (2 front and 2 rear ones)
 - For the days of Saturday AND Sunday: 6 « rain » tyres (3 front and 3 rear ones) to be used freely.

Spare tyres will only be available in case of puncture: a max. of 2 spare tyres (a « front » and a « rear » tyre) will be allowed per Meeting and per driver. They will be chosen among the tyres used during Friday's practice.

- 4.2.2.2. KF3 categories: Bridgestone "slick" YKC and "rain" YKP tyres
KF2 categories: Bridgestone "slick" YKB and "rain" YKP tyres
KZ2 category: Bridgestone "slick" YKB and "rain" YKP tyres

All drivers are required to use only the above mentioned tyres during the Meeting.

- 4.2.2.3 **Four racing tyres (2 front, 2 rear) will be provided free of charge to each driver. The second racing set shall be bought onsite from the partner manufacturer.** The «slick» tyres shall be assigned by random draw, marked and assembled in the assistance park (parc fermé) before the race. Depending on weather conditions, drivers can decide about the type (slick or rain) and number of tyres that they intend to use for the meeting and buy them, within the limits defined by article 4.2.2.1. This choice shall become final at the end of the tyre voucher sale. It is forbidden to buy or exchange tyres after the closing time of the tyre voucher sale.
- 4.2.2.4. The FFSA sets of rain tyres (3 front and 3 rear ones) which were not used and not fitted on rims can be kept by the manufacturer and transported to the following event.
- 4.3. RACING NUMBERS**
- 4.3.1. The Promoter shall assign a racing number, valid for the meeting, to each driver. These numbers shall be applied on a background which varies according to each category: blue (KF3), green (KF2), red (KZ2).
- 4.3.2. The number plates shall be supplied by by the FFSA and shall include tof the FFSA's advertising. They shall be placed based on the Promoter's identification plan and they shall not be modified in any way. A maximum of eight plates shall be supplied per Meeting to drivers of the KF3, KF2 and KZ2 categories.
- 4.3.3. The name of the driver, in stickon black letters on a white background, as well as his/her national flag shall be placed on the front part of the sides, according to the design defined by the Promoter.
- 4.3.4. Starting from the second race, the FFSA shall be allowed to provide drivers at the top of their provisional rankings with a special plate, or any other distinctive sign that drivers will be required to place on their karts and/or suits.

ARTICLE 5. ADVERTISING

Drivers racing in the French Championships must be identified in conformity with the identification plan defined by the FFSA. Drivers shall be allowed to display other ads.
In any case, the kart identification as defined by the FFSA shall not be modified by drivers.
In case of failure to comply with the identification plan, drivers shall pay a 500 € fine.

ARTICLE 7. THE RACE

7.1. PRACTICE

- 7.1.1. Official free practice shall take place on Friday between 8.00 a.m. and 7.00 p.m.
- 7.1.2. The warmup sessions shall take place on Saturday morning and on Sunday morning.
- 7.1.3. The presence of the transponder (in good condition and under the driver's responsibility) is mandatory starting form the first session of official practice. In the event of a missing or faulty transponder, the driver shall be immediately stopped.

7.2. BRIEFING

The presence of all drivers and tutors is mandatory and they must sign the attendance book. Failure to comply with the above obligation can be sanctioned by the sports commissioners. The time of the briefing shall be shown in the official timetable given to the competitors before each round.

7.3. RACE

7.3.1. Timed qualifying sessions

The timed practice and sonometric practice sessions shall take place on Saturday and Sunday morning over a 10 minute session, in groups of 45 drivers maximum. This number may vary according to the length of the track, in compliance with the technical and safety regulations adopted in conformity with Decree n. 2006554 of 16 May 2006.

During the first session, the timed groups shall be defined by random draw. For the following rounds, the timed groups shall be defined according to the Championship provisional ranking.

Super Pole

After the qualifying session, the 5 fastest drivers of each category will participate to the Super Pole on only one lap.

The 5 first places on the grid will be determinate by the result of the Super Pole.

If the weather is changing during the Super Pole or during the Qualifying sessions (in case of two groups); the Super Pole will be cancelled and the result of the qualifying session will determine the grid.

7.3.2. **Final Phases**

If the number of drivers is 36 or less :

At the end of Saturday morning's timed sessions, drivers shall race on Saturday afternoon in:

- A 20 km prefinal in case of dry weather conditions and a 17 km one in case of rain. Their places on the grid shall be defined by their ranking after the timed sessions.
- The final will be 25 km long in case of dry weather and 20 km long in case of rain. Their places on the grid shall be defined by their ranking in the prefinal.

If the number of drivers is 36 or less :

At the end of Saturday morning's timed sessions, drivers shall race on Saturday afternoon in :

- Two 20 km prefinals in case of dry weather conditions and two 17 km ones in case of rain. Their places on the starting grid in each of the 2 semifinals shall be defined by their ranking after the timed sessions.

Semi-final 1

1st in timed qualifying
3rd in timed qualifying
5th in timed qualifying

Semi-final 2

2nd in timed qualifying
4th in timed qualifying
...

- At the end of the two semifinals, 30 drivers will qualify directly for the final. The 24 following drivers who did not qualify at the end of the two semifinals will take part in the « Joker Tour », which will only be judged according to time results (best lap) and over an 8 minute period. The first 6 drivers in the « Joker Tour » will be admitted to the final based on the arrival order at the « Joker Tour ».
- The final will be 25 km long in case of dry weather and 20 km long in case of rain. The first 15 drivers in each of the two semifinals and the first 6 drivers in the « Joker Tour » will qualify for the final. The positions in the starting grid will be established at the end of the 2 semifinals as follows:

Final

1 st row	Pole position :	1 st in semi-final 1	1 ^{er} de la demi-finale 2
2 nd row		2 nd in semi-final 1	2 ^{ème} de la demi-finale 2
3 rd row		3 rd in semi-final 1	3 ^{ème} de la demi-finale 2
4 th row		4 th in semi-final 1	4 ^{ème} de la demi-finale 2

The last 3 rows shall be occupied by the drivers who qualified at the « Joker Tour », based on their « Joker Tour » order of arrival.

Saturday's sporting schedule is identical to that on Sunday

7.3.3. **Consolation Race**

In case the Meeting timetable allows it, drivers who did not qualify for the final may race in a "City Cup" or "CRK Cup" which will be held if the minimum number of 12 drivers is reached. The Cup shall consist of in just one race of 15 km in case of dry weather and of 12 km in case of rain. The starting grid of the "City Cup" or "CRK Cup" will be defined according to the ranking at the end of the 2 semifinals, excluding the 6 drivers who qualified at the « Joker Tour ».

7.3.4. **Wet race declared by the Race Director .**

The choice of tyres is left to the drivers' discretion, but the Race Director reserves the right to resort to the black flag in case a driver is judged badly equipped with tyres, too slow and/or a danger for the other competitors.

ARTICLE 9. « DRIVERS AND TEAMS » RANKINGS

9.1. **AWARDING OF POINTS TO DRIVERS**

The first 50 drivers of each round shall be awarded points according to the order of arrival in the final, or in the semifinal for those who do not qualify for the final. In case of ex aequo (same place in the semifinal), the timed qualifying will determine the ranking (best lap, then second best lap, etc.) for the drivers who did not qualify for the final.

On each round, the ranking shall determine the awarding of points as follows :

100 points to the 1 st	47 points to the 14 th	24 points to the 27 th	12 points to the 39 th
85 points to the 2 nd	45 points to the 15 th	23 points to the 28 th	11 points to the 40 th
75 points to the 3 rd	43 points to the 16 th	22 points to the 29 th	10 points to the 41 st
70 points to the 4 th	41 points to the 17 th	21 points to the 30 th	9 points to the 42 nd
65 points to the 5 th	39 points to the 18 th	20 points to the 31 st	8 points to the 43 rd
63 points to the 6 th	37 points to the 19 th	19 points to the 32 nd	7 points to the 44 th
61 points to the 7 th	35 points to the 20 th	18 points to the 33 rd	6 points to the 45 th
59 points to the 8 th	33 points to the 21 st	17 points to the 34 th	5 points to the 46 th
57 points to the 9 th	31 points to the 22 nd	16 points to the 35 th	4 points to the 47 th
55 points to the 10 th	29 points to the 23 rd	15 points to the 36 th	3 points to the 48 th
53 points to the 11 st	27 points to the 24 th	14 points to the 37 th	2 points to the 49 th
51 points to the 12 nd	26 points to the 25 th	13 points to the 38 th	1 point to the 50 th
49 points to the 13 rd	25 points to the 26 th		

On each round, the ranking in each semifinal shall determine the awarding of points as follows :

25 points to the 1 st	13 points to the 5 th	7 points to the 9 th	3 points to the 13 rd
20 points to the 2 nd	11 points to the 6 th	6 points to the 10 th	2 points to the 14 th
17 points to the 3 rd	9 points to the 7 th	5 points to the 11 st	1 point to the 15 th
15 points to the 4 th	8 points to the 8 th	4 points to the 12 nd	

On each round and for each group, the ranking in timed qualifying shall determine the awarding of points as follows :

10 points to the 1 st	7 points to the 4 th	4 points to the 7 th	1 point to the 10 th
9 points to the 2 nd	6 points to the 5 th	3 points to the 8 th	
8 points to the 3 rd	5 points to the 6 th	2 points to the 9 th	

Drivers having set the best timed lap during Saturday's final and Sunday's final shall be awarded 5 additional points.

For each round, the driver winning the final shall be declared the Winner, the one in the second place the Second and so on...

9.2. AWARDING OF POINTS TO CONSTRUCTORS

In each category (KF2, KF3 and KZ2) the title of « Champion de France des Constructeurs Châssis » shall be awarded.

On each round, constructors shall collect, based on the following scale, the points of their best drivers in the overall ranking, regardless of the individual ranking of each driver.

50 points to the 1 st	22 points to the 6 th	12 points to the 11 st	5 points to the 16 th
40 points to the 2 nd	20 points to the 7 th	10 points to the 12 nd	4 points to the 17 th
35 points to the 3 rd	18 points to the 8 th	8 points to the 13 rd	3 points to the 18 th
27 points to the 4 th	16 points to the 9 th	7 points to the 14 th	2 points to the 19 th
24 points to the 5 th	14 points to the 10 th	6 points to the 15 th	1 point to the 20 th

Example of ranking of one round :

1st : Driver Chassis « X » : 50 points

2nd : Driver Chassis « Y » : 40 points

3rd : Driver Chassis « Z » : 35 points

4th : Driver Chassis « X » : 27 points

5th : Driver Chassis « X » : « no points » (3rd driver of brand « X »)

6th : Driver Chassis « W » : 24 points

Etc.

9.3. FINAL OVERALL RANKING «DRIVERS»

Each driver shall total up the points obtained in each round.

The final ranking of the French Championship shall be determined by totalling up, for each driver, all the points obtained. Exclusion from any of the rounds shall determine the cancellation of all the points scored by the driver in that round. A nil result resulting from exclusion cannot be removed from ranking.

In the event of an ex aequo, the highest number of first places shall be counted, then the number of second places, the number of third places and so on. If the winner cannot be determined, or if there are still ex aequo, the ranking in Sunday's last race final shall determine the final ranking.

9.4 FINAL OVERALL RANKING « CONSTRUCTORS »

Each constructor shall score the points obtained in each round.

The final ranking of the French Championship shall be determined by summing up, for each driver, the total of results obtained.

In the event of an ex aequo, the highest number of first places shall be counted, then the number of second places, the number of third places and so on. If the winner cannot be determined, or if there are still ex aequo, the ranking in Sunday's last race final shall provide the final ranking.

9.5 SELECTION CRITERIA FOR THE EUROPEAN KF3 / KF2 CHAMPIONSHIP

All drivers wishing to enter the "West" qualifying round of the European Championship must have a

valid French licence:

- KF3 category: international licence grade C Junior.
- KF2 category: international licence grade B.

The number of entered drivers shall be limited to a maximum of 50 drivers per category.

Registration forms shall be sent to the CIK on or before 19 March 2010.

ARTICLE 10. PRIZES AND PODIUM

10.1 CHAMPIONSHIP PRIZES

The FFSA will offer a series of prizes at the end of the 10 rounds of FFSA French Championships Grands Prix Open.

The first three drivers of each French Championship shall be invited to the podium ceremony of the FFSA.

10.2 PODIUM PROTOCOL

At the end of each final and after complying with weight control requirements, the first three drivers classified shall be under the responsibility of the operator.

In the course of the entire ceremony, drivers shall wear simply their racing suit closed with the helmet of the manufacturer supplying the category. They shall reach the vehicle prepared for the drivers' parade, in order to make a lap of honour.

After the lap of honour, drivers shall reach the podium for the ceremony.

After the podium ceremony, the winners of the final for each category will be at the disposal of the press to answer the journalists' questions in a press conference which shall be held in a location to be defined by the FFSA.

Failure of any driver to abide in full by the above points shall be sanctioned with the cancellation of all the points scored in the relevant race.