

The WSK Promotion Ltd organises the “**2013 WSK MASTER SERIES**” (the Series), national series with foreign entry for the drivers with international licence. The Series will reward the winner of the “**2013 WSK MASTER SERIES**”. 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 National Sporting Code for the category 60 Mini the General Prescriptions applicable to the CSAI for the category 60 Mini, the CSAI Technical Regulations Code for the category 60 Mini, and these Sporting Regulations and the Series Supplementary Regulations.

The Series is governed by these Sporting Regulations and by the Technical Regulations of the CSAI Technical Regulations Code for the category 60 Mini.

The Supplementary Regulations of each Event consist in Standard Regulations drafted in Italian, 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.326620 CSAI karting licence as Organizer, organises and calls the **2013 WSK MASTER SERIES**, in collaboration with the organizers of the single events.

### 2 – Calendar of the events

The **2013 WSK MASTER SERIES** is structured in four events, all of them registered in the National Sporting Calendar:

Prova	Data	Sede		CATEGORIE
1 <sup>^</sup>	31 January 1-2-3 February 2013	<b>INTERNATIONAL CIRCUIT LA CONCA</b>	MURO LECCESE ITALY	60 Mini
2 <sup>^</sup>	4-5-6-7 April 2013	<b>*INTERNATIONAL CIRCUIT NAPOLI</b>	SARNO ITALY	60 Mini
3 <sup>^</sup>	2-3-4-5 May 2013	<b>*INTERNATIONAL CIRCUIT FRIULI VENEZIA GIULIA</b>	PRECENICCO LIGNANO ITALY	60 Mini
4 <sup>^</sup>	11-12-13-14 July 2013	<b>*INTERNATIONAL CIRCUIT 7 LAGHI KART</b>	CASTELLETTO ITALY	60 Mini

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

### 3 – Categories admitted:

3.2 The following national category will be admitted:

a) 60 Mini

Karts must comply with the CSAI National Technical Regulations.



#### 4 – Entries:

Participation in the **2013 WSK MASTER SERIES** is restricted to Entrants who will send their entries, through the relevant form provided, by **January 25, 2013**. For the category **60 Mini** the first **51** registrations received by the above deadline will be accepted.

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

**All Drivers must hold Driver Licences issued by ACI-CSAI or International Licence C Junior.**

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 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)** for the category **60 Mini** as written on the relevant forms and together with **Euro 1440,00** (Euro 860,00 tax registration + 140,00 free practice of Friday + 440,00 services series)

In addition to that, it is also possible for each category to register to the single events of 2013 WSK MASTER 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, for the category **60 Mini** with **Euro 360,00** registration fee (Euro 215,00 tax registration + 35,00 free practice of Friday + 110,00 for TV service, Magazine, Distribution Classifications, DVD Production and Service Hospitality).

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

#### 5 – Mandatory Scrutineering

##### 60 Mini

For every event the Drivers can use the following material:

- Chassis: max 2 models whose make is to be specified by the Entrants on their registration, in line with the CSAI National Technical Regulations.  
The material will be identified **at Scrutineering** (location and time to be indicated in the Event Supplementary Regulations) by the Scrutineers
- Engines: max 2 models whose make is to be specified by the Entrants on their registration, in line with the CSAI National Technical Regulations.  
The material will be identified **at Scrutineering** (location and time to be indicated in the Event Supplementary Regulations) by the Scrutineers.
- Tyres **60 Mini**: every Driver can use from the beginning of the Qualifying Practice to the end of the Qualifying Heat and for the PREFINAL and FINAL max 6 slick or rain tyres, (3 front tyres and 3 rear tyres). The rain tyres must be of the same make as the Slick tyres.  
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.

##### 60 Mini

- SLICK: **LE CONT**
- RAIN: **LE CONT**

f) The revolutions per minute (RPM) and the clutch will be checked with the system called “UNILOG” provided by the company UNIPRO.

g) 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.

h) 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 Friday 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 on Monday, Tuesday and Wednesday of the week of the event.
- c) The free practice (optional) are not forbidden on Thursday.

### **9 – Official Free Practice**

On Friday all Drivers must run in the Official Free Practice.  
No more than 51 karts will be allowed on the track during these practices.

### **10- Qualifying Practice**

#### **60 Mini**

One 10 minute session 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 28 Drivers for the category 60 Mini. 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 ex-aequo will be decided by the 2<sup>nd</sup> best time set by each Driver, and so on in the case of further ex-aequo .

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 and if the fastest time achieved in the slower series is no more than 101% of the fastest time achieved in the faster series: the classification will be determined by the order of the fastest time achieved by each Driver.
- If there are two or more series and if the fastest time achieved in the slower series is more than 101% of the fastest time achieved in the faster series : 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.

## 11 – Qualifying Heats

### 11.1 60 Mini Km.8

#### a) 34 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 ex-aequo 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 35 and 51 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 14). 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:

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 ex-aequo between two or more Drivers, the runoff 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 or 6 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 position in the timing practice.**

**The first 34 qualified drivers after the qualifying heats are eligible to go to the PREFINAL.**

**In case of ex-aequo between two or more Drivers, the runoff will be determined according to their position in Qualifying Practice.**

## 12 – Second Chance Heats cat.60 Mini Km.8

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.

### 13.1 60 mini

#### 60 Mini PREFINAL (Km.10) and FINAL (Km.12)

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**.

**In case of 5 or 6 groups see the art.11.1, paragraph “b”.**

## 14 – Drivers’ final classification

### 14.1 Drivers

Depending on the order of arrival of PREFINAL and FINAL regardless of the number of laps, Drivers are assigned the following points:

Position	Points PREFINAL	Points FINAL
1 <sup>st</sup>	35	50
2 <sup>nd</sup>	20	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 **2013 WSK MASTER SERIES** final classification is obtained by adding up, for each Driver all the results of the **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 MASTER CUP 2013”

For every category, every Entrant will score points to every race from the best drivers (max 2), for the final classification “**WSK MASTER CUP 2013**” for TEAM.



For every category, the final classification “**WSK MASTER CUP 2013**” is obtained by adding up all the results 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:

Depending on the ranking in FINAL to the first three classified Drivers: “**Honour Prize**”.

### **15.2 – Final classifications of 2013 WSK MASTER SERIES**

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

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

b) **Final classifications “WSK MASTER CUP 2013”**

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 classified 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 **2013 WSK MASTER 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;

Parking Paddock pass;

## **17 - Official Regulation**

The Official Regulation is that in Italian language.

## **“APPENDIX A”**

### **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.*

## **“APPENDIX B”**

### **STARTING PROCEDURE**

The starting procedure will be that provided in the general prescription at the art. 2.20 STARTING PROCEDURE of the international regulations.