

EURO ENDURANCE & French Endurance Championship 2010

Introduction

KMO is organising the 2010 Endurance Championship, a series consisting of 7 events, five of which are part of the French Championship.

ARTICLE 1. ORGANISATION

1.1 The Euro Endurance Series is being organised by KMO (BP 202, 17 rue Gambetta, 93100 Montreuil, France, tel: 00 33 (0) 1 48 58 90 90) to which the FFSA has also entrusted the organisation of the French Endurance Championship. KMO is nominated as operator of the French Endurance Championship.

Any point not covered in the present regulations comes under the International Sporting Code and the FFSA technical and sporting regulations.

1.2 The 2010 calendar:

14th March	Val d'Argenton	Poitou Charente 6 Hours*
18th April	Mariembourg	Wallonia 500 kms
23rd May	Arvilliers	Picardy 6 Hours*
4th July	Essay	L'Orne 6 Hours*
28th/29th August	Le Mans	Le Mans 24 Hours
9th October	Soucy	Sens 6 Hours*
7th/8th November	Angerville	Armistice 2X200 kms*

* Events counting for the French Championship

KMO and the FFSA reserve themselves the right to modify this calendar.

1.3 TIMETABLE (except the Le Mans 24 Hours)

1.3.1. The timetables will be sent to the teams entered, the organisers and the officials of the meeting.

1.3.2. Administrative checks, the allocation of tyres and marking will take place on Saturday from 09h00 to 12h00. Fire extinguisher checks will be held on Saturday from 09h00 till 17h00.

1.3.3. The meeting will begin on Saturday at 09h00 with free practice. Running may be allowed on Friday afternoon (payment up to the organiser) except in Belgium. Between the Monday before the meeting and free practice on Friday team members entered in the event may not run on the circuit.

1.3.4. Timed practice will take place on Sunday morning except in Essay, Le Mans and Angerville.

1.3.5. Events run partially at night will have a specific timetable.

1.4. SCRUTINEERING

Scrutineering of the vehicle and driver suit checks will take place on Saturday between 14h30 and 17h30. Events run partially at night will have a specific timetable.

ARTICLE 3. ENTRANTS AND DRIVERS

3.1. LICENCES

The French Endurance Championship is open to any driver of over 15-years-of-age, or who will be fifteen during 2010, holder of a valid national or international driver/entrant karting licence issued by the FFSA, and to drivers holding a licence issued by a foreign club.

3.2. ELIGIBLE DRIVERS

- 3.2.1.** The maximum number of teams accepted for each event will depend on the capacity of each circuit (Article 28 of the NSR). The teams will consist of 2, 3 or 4 drivers.
Foreign teams may take part subject to the same conditions as national ones.
- 3.2.2.** Teams entered for the full Euro Endurance Championship will be given priority. Entries for a single event will be accepted in the order in which they reach the organiser according to the number of places available.
Entries from the first 40 teams in the 2009 EE classification will be given priority when they enter for the whole of the Euro Endurance or French Enduro Championships.
- 3.2.3** Reserve teams on the spot may be called in to fill places left vacant by the withdrawal before the start of teams already entered.

3.3. ENTRIES

Any team wishing to race in an event of the Euro Endurance or French Championships must send an entry complying with the standard model to the organiser

KMO (17 rue Gambetta 93100 Montreuil, Tel: 33 (0) 1 48 58 90 90)

at least 15 days before the first event in which it wants to take part.

A cheque made out to KMO for 2340 euros for the whole of the Euro Endurance Series must accompany this entry form - or 1550 euros for an entry for the whole French Championship.

The sum may be paid in 2 instalments.

Cheques must be attached to the entry form.

The entry fee includes dossier expenses, passes and paddock sites for each of the French Championship events.

The car park is the only extra for which the organiser may demand an additional payment (caravan/camping car).

A team that does not take part in one of the events will not be reimbursed.

3.4. ENTRY FOR ONE EVENT

- 3.4.1.** Any team wishing to take part in an event counting for the Euro Endurance and the French Championships must send the organiser an entry form complying with the KMO standard form. It must be accompanied by a cheque made out to Kart Mag Organisation (KMO) for the sum of 345 euros for a single event.

- 650 euros for the Le Mans 24 Hours (camping and facilities not included).

- 3.4.2.** The entry fee includes dossier expenses, passes, race numbers and paddock site for a French Championship event. The car park site is only extra for which the organiser may demand an additional payment (caravan/camping car).

A team that does not take part in one of the events will not be reimbursed.

Le Mans 24 Hours: particular conditions

Selection criteria: teams eligible for priority selection

The first 32 after the 2nd Euro Endurance event

Reservations for 8 foreign teams or those from overseas French departments whether entered for the Euro Endurance Series or not.

- 3.4.3.** Supplementary regulations (see further on).

ARTICLE 4. KARTS AND EQUIPMENT

4.1. Eligible vehicles

Eligible vehicles include:

Group 1: Federal category: Formula A (FA 2006) and KF.

Group 2: Makes Cup 2-strokes agreed by the FFSA in 2009.

Group 3: National category and KFS 100 ccs

4.1.2. General, identification, seals

Each team will have one chassis and two marked engines, which may be of the same or of a different make, but from the same category. Only the frame can be replaced after the scrutineers and the Stewards of the Meeting have ruled that it is beyond repair.

The Makes Cup engines must be sealed by one of the scrutineers nominated by the Makes Cup's organiser, whose name appears in its specific regulations. The engine must be sealed in such a way as to prevent any form of dismantling (except if otherwise allowed in the Le Mans 24 Hours).

4.1.3 Engines

** Federal categories (Group 1)*

- Formula A (FA 2006): 100 cc engines according to the FA 2006 regulations with the exception of specific endurance points stated in the present regulations.
- Maximum carburettor diameter 24mm, butterfly throttle slide with two adjustable screws.
- KF: 125 cc engines according to the KF1 regulations with the exception of specific endurance points stated in the present regulations.
- Maximum carburettor diameter 24mm, butterfly throttle slide with two adjustable screws.
- Inlet manifold homologated with the engine: KF2 regulations.
- Exhaust homologated with the engine: KF2 regulations.
- Homologated ignition: KF2 regulations (revs limited to 15 000 rpm).
- Combustion chamber volume: KF2 regulations (9 cc minimum).

Makes' Cups' categories (Group 2)

Engine complying with the Makes' Cup regulations in reference to article 4.1.1 with the exception of specific endurance points stated in the present regulations.

National categories and KFS 100 ccs (Group 3)

Engines complying with the regulations.

Specific endurance points for all categories (Groups 1 and 2).

4.1.4 Chassis/bodywork

2002, 2003 and 2006 CIK/FIA standards

In respect of articles 1.3 of the RTI and 1.1 of the RTN you are reminded that reinforcing various points of the chassis and fitting brake components of different makes is allowed.

4.1.5 Clutch

Free but it must retain its function as a clutch.

The engine must be able to be started and turn over without stalling when the kart is stationary. The maximum speed for engaging the clutch is 5000 rpm, which must propel the kart forward with the driver on board.

4.1.6 Electrical harness

Free in Formula A and Group 3.

For the other categories:

The electrical harness must be the original one connections included. Tolerance: the low-tension circuit can be extended by 2 wires (1 plus 1 minus) between the battery and the extremity of the original harness (battery). A rapid connection may be included.

(In addition and more especially for Group 2)

Plug: make free in compliance with the KF2 regulations.

Plug boot: make free.

Battery: make free (dry) provided that it is fitted in its original mounting.

4.1.7 Fuel tank and radiator

Fuel tank: karting standard on general sale with screw cap.

Refuelling by tank change is obligatory.
(In addition and more particularly for Group 2)
Radiator screen allowed in compliance with article 21.3 of the RTN.

4.1.8 Weight

The minimum weight must comply with the regulations throughout the event.
Definition: the minimum weight (kart/driver) is calculated on the basis
of the driver in full racewear+ chassis without fuel tank.

Minimum weight:

Ex-Formula A	160 kgs
KF	165 kgs
Makes' Cups	165 kgs
Group 3	150 kgs

In the same team each driver must wear a 15 mm stripe
on the left-hand shoulder of his driving suit according to the following colour code:
Yellow for the lightest driver
Orange.
Blue.
Red.

4.1.9 Ballast

Two sorts of ballast are allowed:

4.1.9.1. Fixed

It must be secured by at least 2 screws (8 mm minimum diameter) with a wide washer and safety bolts.
The scrutineers must be able to seal each screw at the start of the event.
Each screw securing the ballast may have an optional 3 mm minimum access hole.

4.1.9.2. Moveable ballast

It must be secured by at least 2 screws (8 mm minimum diameter) with a wide washer and locked bolts.
Two fixation points are allowed subject to what follows:

A fixation system mounted horizontally on the frame with blocks of ballast within two bars secured by one
20 mm diameter Beta pin.

One of the system (s) mounted on the flank or the seatback will be in a vertical tangent position, and
must have a single block of lead of 3.3 kgs within two bars and secured by a bar passing through them.
This bar must stop at the upper axis and be secured with a 20-mm diameter Beta pin on the lower bar.

Any driver carrying moveable ballast cannot go out onto the
track until the fixation system and pin are in place.

Moveable ballast will consist of one, two or three blocks of lead of 3.3 kilos each, a total of 9.9 kilos.

4.1.9.3. Registration of a driver using moveable ballast

To register the equipment the teams must put on the technical registration forms:
The number of blocks carried by each driver (0,1,2 or 3).
The colour of each driver's armband.

A weight check will be carried out during this registration.

4.1.9.4. Checks for drivers using moveable ballast

The colour code will enable the pit marshals to check whether
the on-board ballast corresponds to the colour worn by the driver.

4.1.9.5. Sanctions for regulation infringements by teams using moveable ballast.

A driver checked without any or part of the moveable ballast he has declared he is using may lead to his team being excluded by decision of the Stewards of the Meeting.

4.2. FUEL – TYRES – EQUIPMENT (suits, helmets etc)

4.2.1. Fuel

The mixture used for the competition is supplied directly by the entrant (see article 10 of the RTN).

4.2.2. Tyres

Each team will be given slicks (3 front – 3 rear) and rain tyres (3 front – 3 rear) for each event to use as it thinks fit.

The make and type of tyre will be identical for all Euro Endurance Championship categories. Race tyres (slicks) must be those sold on the spot by the organiser of the event.

Slicks will be allocated on a random basis. The organiser supplying the category will be responsible for carrying out the draw. Tyres will be allocated during administrative checks on Saturday between 09h00 and 12h00 (except for the Le Mans 24 Hours). Entrants must have their tyres marked outside the manufacturer's truck as soon as they are allocated. Only tyres bought the same day may be marked and used in the race.

All tyres used in the race, rain tyres included, must be marked on the two sidewalls and on the inside with the kart's number. No tyre may be marked after scrutineering has closed.

Teams are responsible for the marks on their tyres and having them checked before the start of the race.

Tyre references

Slicks: Dunlop SL3. 160 euros per set or 240 euros for 6 tyres (3 front and 3 rear).

Wet weather tyres: Dunlop KT10 W10 and Dunlop KT11 W11.

4.3. Race numbers

4.3.1. The organiser will allocate 3 race numbers and 3 number plates to each team on which the name of the team (geographical location) must appear. A flag on one of the sides of the fourth plate will identify the team's nationality.

4.3.2. The number plates, numbers and identification will be supplied by the organiser and may include compulsory advertising

ARTICLE 5. ADVERTISING

5.1. The driver may carry advertising on his/her kart.

The identification of the karts defined by the FFSA and the organiser cannot be modified in any way whatsoever. In case of non-respect of the identification a 100-euro fine will be inflicted on the team (s) in question.

5.2. Each team may display a banner on the circuit in the places reserved by the organiser. This advertising must not compete with the sponsors of the French Championship and/or circuit.

5.3. Each team must be identified by the name of a region, department, town or club and may carry the name of a partner.

5.4. Presentation

The teams must make an effort to standardise the presentation of their driving suits and karts.

ARTICLE 7. TIMETABLE OF THE EVENT

7.1. Practice

Free practice will be held on Saturday between 09h00 and 12h00 and then from 14h00 to 18h00.

Special cases

In partial nighttime events when the start of the race is scheduled for 18h00 on Saturday, free practice will take place on Friday between 13h30 and 18h30: on Saturday from 09h00 to 12h00 and then from 13h30 to 16h30. KMO reserves itself the right to modify the timetable.

7.2. Briefing

It will be held at the end of free practice. All drivers and guardians (for minors) must attend and must sign the presence sheet. The Stewards of the Meeting will sanction anyone who fails to meet this obligation.

The time of the briefing will be announced in the official timetable given to the competitors at each event.

7.3. Race

7.3.1. Timed practice

Timed practice and noise-level checks will take place for a 10-minute period on Sunday morning for all teams entered or on Saturday afternoon for partial nighttime races (or Friday afternoon for the Le Mans 24 Hours).

Parc Fermé procedure

At the end of timed practice the karts will be kept in the parc fermé and will then be placed directly on the grid.

Any mechanical intervention in the parc fermé is forbidden.

Only interventions linked to safety may be carried out after agreement from the FFSA scrutineer.

Fuel top-ups are forbidden during this period.

This parc fermé procedure does not apply to the Le Mans 24 Hours.

7.3.2. Race

Apart from the 24-hour event, the duration of each race will be 6 hours (possibility of 5 hours, twice 3 hours 2x200 kms or 500 kms), including a minimum of 6 stints with driver changes (the start of the race is not considered as a stint). Example (theoretical outline).

Start, 1st stint, 2nd stint, 3rd stint, 4th stint, 5th stint, 6th stint: Finish

The maximum duration of a stint is 1 hour for all events.

The engine must be stopped during refuelling.

When the official time has elapsed any lap started will be continued and counted until the last kart on the lap in question has crossed the finishing line. The chequered flag will be shown just behind the last-placed kart and in front of the first one in the overall classification.

Parc Fermé procedure

At the end of timed practice the karts will be kept in the parc fermé and will then be placed directly on the grid.

Any mechanical intervention in the parc fermé is forbidden.

Only interventions linked to safety may be carried out after agreement from the FFSA scrutineer.

Fuel top-ups are forbidden during this period.

7.3.3. Recovery of karts

Karts that have broken down on the track can be brought back to the pits, without using breakdown or other vehicles, by a maximum of 3 people: the driver and 2 mechanics or the pit crew chief while respecting the safety regulations. If the driver is a woman a third mechanic will be allowed.

7.3.4. Stopping the race

Should it become necessary to stop the race because of an accident, for safety reasons or any other reason, a stationary red flag will be shown by the Clerk of the Course, and at the same time yellow flags will be displayed at all posts showing that the race has been stopped.

As a result of the race being stopped:

a. If under 30% of the race has been covered:

It will be run again and the first start declared void.

b. If between 30% and 60% of the race has been covered:

50% of the points will be awarded and the finishing order will be that of the lap preceding the stoppage.

c. If more than 60% of the race has been covered:

It will be considered a full race and the finishing order will be that of the lap preceding the stoppage.

ARTICLE 8. PENALTIES

Stop and go penalties will be observed on the spot chosen by the Clerk of the Course during the briefing; they will be decided by the Stewards of the Meeting on proposal of Race Control or of the stewards themselves.

- *Non-respect of the circuit layout: 3 minutes (stop and go).*
- *Non-respect of 6 stints: 10 laps.*
- *Taking a shortcut (engine running) to go to the pits: exclusion.*
- *Failure to respect the pit entry or exit: exclusion.*
- *A broken-down kart brought back by more than 3 people or by a form of transport: 3 minutes (stop and go).*
- *Mechanical intervention on the track*: 3 minutes stop and go, except plug changes.*
- *Refuelling on the track: 3 minutes stop and go.*
- *Presence on the track of a member of the driver's crew without an obvious reason: 3 minutes stop and go.*
- *Speeding in the pits: 1 minute stop and go. The definition of what constitutes speeding will be left up to the Stewards of the Meeting.*
- *Overtaking under the yellow flag: 3 minutes stop and go.*
- *Tyre cheating: exclusion.*
- *Unmarked tyres: exclusion.*
Stint exceeding an hour: 1 lap per minute over the hour.
Being pushed on the track - in the case of an on-track incident or breakdown
by a mechanic, who must come from the pits, is tolerated.
Kart broken down and removed from the circuit by another exit than the one announced during the briefing: 3 minutes.

* *Clarification: the use of a tool on the track is considered as a mechanical intervention.
Only a plug wrench is tolerated.*

Weight penalties

- * 0,100 gram to 1 kilo underweight: kart put back into compliance and 1-minute penalty.
- * 1 to 2 kilos underweight: kart put back into compliance and 2- minute penalty.
- * 2 to 3 kilos underweight: kart put back into compliance and 3- minute penalty.
- * 3 to 4 kilos underweight: kart put back into compliance and 4- minute penalty.
- * 4 to 5 kilos underweight: kart put back into compliance and 5- minute penalty.
- * Over 5 kilos underweight: 1 minute per additional kilo.
Over 10 kilos: disqualification.

ARTICLE 9. POINTS SCALE

9.1. Attribution of points

All crews and drivers in Groups 1,2 and 3 will score points.

The following points scale will be applied to all races:

1 st : 50 points	9 th : 17 points	17 th : 9 points
2 nd : 40 points	10 th : 16 points	18 th : 8 points
3 rd : 32 points	11 th : 15 points	19 th : 7 points
4 th : 26 points	12 th : 14 points	20 th : 6 points
5 th : 22 points	13 th : 13 points	21 st : 5 points
6 th : 20 points	14 th : 12 points	22 nd : 4 points
7 th : 19 points	15 th : 11 points	23 rd : 3 points
8 th : 18 points	16 th : 10 points	24 th : 2 points

1 point from 25th to last classified finisher.

Le Mans 24 Hours

The first batch of points will be awarded in compliance with article 9.1 (above) after the first 12 hours. A second batch will be awarded when the final classification has been established.

Points will be awarded for the Armistice 2x200 kms per tranche of 200 kms . In the Wallonia 500 kms points will be awarded at half distance.

9.2. TEAM CLASSIFICATION

In each event counting for the Euro Endurance Championship a classification will be published in which the names of the drivers and the category in which the team is racing will appear. At the end of the season only the team leading the final classification all karts combined will win one or the other title.

Each team will totalise the points scored in each race.

Dead heats will be decided as follows: the highest number of first places will be taken into consideration, then second places, then third and so on. If it is still not possible to decide the outright winner or if there is still a dead heat, the classification of the final event will be used as a tiebreaker.

Should this not suffice the teams will be considered to have dead heated.

The final classification of the Euro Endurance and French Championships will be established on the basis of all the results. A team may change drivers as it wishes, but only the 4 drivers having scored the most points will be taken into consideration for the final classification.

ARTICLE 10. PRIZES

10.1. Prize giving

At the end of each event the first 3 teams in the classification as well as the first three in the Makes ' Cup will go to the rostrum where they will receive a cup.

An additional cup will be awarded to the team manager of the winning team.

The French Championship-winning team will be invited to the FFSA Prize Giving.

The first ten in the Euro Endurance Championship classification as well as the first team in SBV will be invited to the KMO Prize Giving, which will take place the day before the first 2010 event.

10.2. Podium protocol

At the end of each event and after having gone through the weigh-in procedure the first three teams as well as the first one in the Makes' Cup category will be under the responsibility of the organiser.

Throughout the protocol ceremony the drivers must wear only their race suits (closed) plus the cap of the tyre manufacturer supplying the category. They will go to the vehicle for the drivers' parade to do a lap of honour.

After the lap of honour the drivers will go to the rostrum for the prize giving ceremony.

After the rostrum ceremony the drivers will be available to the media for interviews.