

1 – The Organization

The WSK Promotion Ltd (73024 Maglie LE – Piazza della Repubblica, 8 – website: www.wskarting.com e-mail: info@wskarting.com), holder of a N.326620 CSAI karting licence as Organizer, organises and calls the “**2023 WSK SUPER CUP BY MINI**” valid for the “**ACI MINI GR.3 NATIONAL TROPHY 2023**”.

All Drivers, Entrants and Officials participating in the Series undertake, on behalf of themselves their employees, to observe all the provisions of the National Sporting Code, the FIA KARTING Technical Regulations and these Sporting Regulations and the Series Supplementary Regulations.

2 – Calendar of the events

The **2023 WSK SUPER CUP BY MINI** structured in single event registered in the National Sporting Calendar Enpea:

Date	Circuit		CATEGORIES
07-10 June 2023	LA CONCA WORLD CIRCUIT	MURO LECCESE ITALY	Mini U/10 GR3 Mini GR3

3 – Categories admitted:

The following national categories will be admitted:

a) Mini U/10 GR3 (up to 10 years old)

a) Mini GR3 (from 10 years old)

Karts must comply with the FIA KARTING Technical Regulations.

4 – Entries:

Participation in the **2023 WSK SUPER CUP BY MINI** is restricted to Entrants who will send their entries, through the relevant form provided, by **June 5, 2023**.

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

All drivers must have a National Mini license or National license of their country with the authorization of their ASN or International license G. Foreign drivers participating with a National license of their country or drivers participating with an International license G must not be 13 years old.

Ten years old drivers, can choose whether to compete in the Mini U/10 GR3 or in the Mini GR3.

Mini: The registrations must be delivered to **WSK Promotion Ltd** (73024 Maglie LE – Piazza della Repubblica, 8 - e-mail: info@wskarting.com) as written on the relevant forms and together with **Euro 500,00** (Euro 215,00 tax registration + 285,00 for Live Web TV service, Magazine, Distribution Classifications).

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

5 – Mandatory Scrutineering

For every event the Drivers can use the following material:

a) Chassis: max 2 models whose make is to be specified by the Entrants on their registration, in line with the FIA KARTING Technical Regulations.

The material will be identified at Scrutineering (location and time to be indicated in the Event Supplementary Regulations) by the Scrutineers

b) Engines: max 2 models whose make is to be specified by the Entrants on their registration, in line with the FIA KARTING Technical Regulations.

The material will be identified at Scrutineering (location and time to be indicated in the Event Supplementary Regulations) by the Scrutineers.

c) Tyres:

c.1) Drivers Mini: every Driver can use from the beginning of the Qualifying Practice, Qualifying Heats, PREFINAL and FINAL max **8** slick or rain tyres, (**4** front tyres and **4** rear tyres). The rain tyres must to 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 “Barcode” system during the Qualifying Practice, Qualifying Heats, PREFINAL and FINAL. **It is mandatory to use 4 new tyres in the Qualifying Practice.**

c.1.1) Mini

- SLICK: **MG SC**

- RAIN: **MG SCW**

Driver's equipment must fully comply with Article 3 of the FIA KARTING International Karting Technical Regulations.

d) Type of exhaust: FIA KARTING homologation:

Mini: Elto mod. WSK (See the attached drawing appendix "C")

e) Mini: The revolutions per minute (RPM) and the clutch will be checked with the system called "UNILOG" provided by the company UNIPRO.

f) Drivers may, through their Entrants, change the makes of their chassis and/or of their engine from those originally registered. These changes must be communicated to the administrative checks.

g) 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 FIA KARTING 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

Briefing will be online and write.

8 - Free Practice

a) No more than 51 karts will be allowed on the track during these practices.

b) The free practices are forbidden on Monday and Tuesday of the week of the event.

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

One **6 minutes** 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 **36** Drivers. 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 2nd 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 the ranking will be drawn up from the time obtained by every driver inside his series and the drivers will be divided up into different groups according to the placement achieved in the series they belong to and the classification will be determined: 1st place goes to the fastest time of the 1st series (fastest time overall), 2nd place to the fastest time of the 2nd series, 3rd place to the 2nd fastest of the 1st series, 4th place to the 2nd fastest time of the 2nd series, 5th place to the 3rd fastest time of the 1st 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 (Km.12)

a) 36 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.

The following penalties will be assigned according to the arrival order of each heat:

0 for 1st place; 5 for 2nd place; 8 for 3rd place; 9 for 4th place; 10 for 5th place and so on, adding one penalty point for each additional place.

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 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 **of the manche 1** plus ± 6 .

If a Driver has been black-flagged or excluded, he will receive a number of penalties equal to the number of participants **of the manche 1** plus ± 7 .

Possible ex-aequo between two or several Drivers will be settled according to **the best position of the general classification** in the Qualifying Practice.

At the end of the Qualifying Heats, the 36 classified Drivers will be qualified for the PREFINAL.

The following penalties will be assigned according to the arrival order of each PREFINAL:

0 for 1st place; 5 for 2nd place; 8 for 3rd place; 9 for 4th place; 10 for 5th place and so on, adding one penalty point for each additional place.

If a Driver does not take the start in a PREFINAL, he will receive a number of points equal to the number of participants of PREFINAL A plus ± 6 (PF A+6).

If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of PREFINAL A plus ± 7 (PF A+7).

Any Driver who has not covered all the laps scheduled, even if he has not finished the PREFINAL, will be classified according to the number of laps he has completed.

At the end of the PREFINALS it will be drawn up a general ranking adding up all the penalties given to every driver in the PREFINALS and qualifying heats, in case of ex-aequo between two or more drivers, the best position in the general classification of the Qualifying Practice will be taken into account.

The first 36 classified Drivers after the general ranking are eligible to go to the FINAL.

b) 37 or more 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 18). 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:

1st - A with B 4th - D with B

2nd - C with D 5th - D with A

3rd - C with B 6th - 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 1st place; 5 for 2nd place; 8 for 3rd place; 9 for 4th place; 10 for 5th 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 the manche A/B** plus ± 6 (A-B+6).

If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants **of the manche A/B** plus ± 7 (A-B+7).

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 completed.

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, the best position in the general classification of the Qualifying Practice will be taken into account.

The first 72 qualified drivers after the qualifying heats are eligible to go to the PREFINAL A and B.

The classified drivers will be so distributed, the first classified Driver takes the start into PREFINAL A, the second into PREFINAL B, the third into PREFINAL A, the fourth into PREFINAL B, the fifth into PREFINAL A, the sixth into PREFINAL B, and so on.

The following penalties will be assigned according to the arrival order of each PREFINAL:

0 for 1st place; 5 for 2nd place; 8 for 3rd place; 9 for 4th place; 10 for 5th place and so on, adding one penalty point for each additional place.

If a Driver does not take the start in a PREFINAL, he will receive a number of points equal to the number of participants of PREFINAL A plus ± 6 (PF A+6).

If a Driver has been black-flagged or excluded, he will receive a number of points equal to the number of participants of PREFINAL A plus ± 7 (PF A+7).

Any Driver who has not covered all the laps scheduled, even if he has not finished the PREFINAL, will be classified according to the number of laps he has completed.

At the end of the PREFINALS it will be drawn up a general ranking adding up all the penalties given to every driver in the PREFINALS and qualifying heats, in case of ex-aequo between two or more drivers, the best position in the general classification of the Qualifying Practice will be taken into account.

The first 36 classified Drivers after the general ranking are eligible to go to the FINAL.

12 – Final Phase.

PREFINAL (Km.12)

The starting grid of PREFINAL is defined by the classification of the Qualifying Heats.

FINAL (Km.12)

The starting grid of the FINAL is defined by the general ranking after the PREFINALS.

13 – Classifications and Prizes

According to the classifications in FINAL to the first five best classified Drivers: “**Honour Prize**”;

14 – Other Matters:

14.1 – 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.

14.2 – 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.

14.3 - Passes

The Entrants registered to the **2023 WSK SUPER CUP BY MINI** 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;

15 - 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 FIA KARTING 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

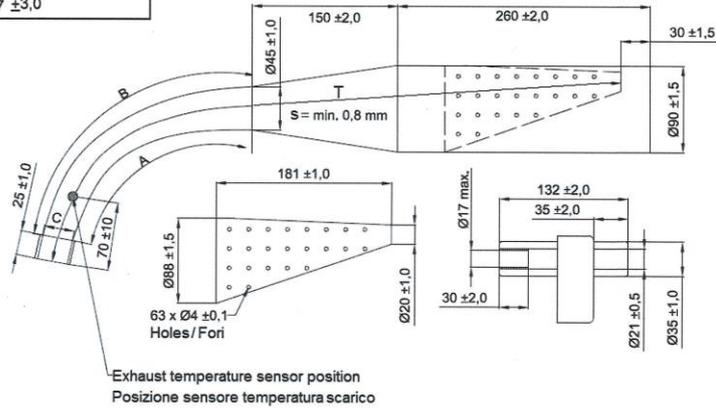
The starting procedure will be that provided in the general prescription at the art. 2.20 STARTING PROCEDURE of the international regulations.

“APPENDIX C”

Dimensions in mm
Dimensioni in mm

A= 187 ±3,0
B= 237 ±3,0
C= Ø 31 ±1,5
T= 597 ±3,0

WSK 01-2023



BY M.P.