



2023 Baltic Karting Cup (BKC)

For classes: Mini 60, OK Junior, OK and KZ2

26-27.05.2023 - Lithuania

25-26.08.2023 - Latvia

23-24.09.2023 - Estonia

Sporting Regulations

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Baltic Karting Cup will be held in cooperation of three Baltic ASN-s (Estonian Autosport Union - EASU, Latvian Automobile Federation - LAF and Lithuanian Karting Federation - LKF). The aim of the series is to offer competitors high-level competition in karting. For each competition, the organizer



presents ASN supplementary regulations and appoints a responsible organizer. Competitions can also be held within the framework of the National Championship round.

1. GENERAL PRESCRIPTIONS

All competitors, drivers and officials participating in the competitions undertake to fulfil all requirements arising from the FIA Sporting Code and its appendices, CIK-FIA General Prescriptions, Estonian Karting Technical and Sporting Regulations, Estonian Karting Code of Driving Conduct (for event run in Estonia and Latvia), Lithuanian Karting Championship Technical and Sporting Regulations, Lithuanian Karting Code of Driving Conduct (for event run in Lithuania), current Sporting Regulations, Supplementary Regulations of each round and for themselves and on behalf of their employees and representatives.

2. GENERAL CONDITIONS

- 2.1 Only EASU, LAF and LKF have the right to make changes to the current Sporting Regulations.
- 2.2 Sporting Regulations will be published on the official page of the EASU, LAF and LKF at least 14 days before the competition.
- 2.3 To participate in the BKC competitions, competitors and drivers must have fulfilled their obligations to EASU, LKF, LAF and to race event organizers.
- 2.4 If the competitor cannot be present at the competitions, he must nominate his representative in writing.

3. CALENDER

- 3.1 Baltic Karting Cup will be held as follows:
 - 3.1.1 as a three (3) competitions in CIK-FIA classes (Micro, Mini, OK Junior, OK Senior and KZ2, KZ2 Masters).
- 3.2 BKC calendar is following:
 1. 26-27.05 in Lithuania- Drift&Go Bačiūnai kart track (Siauliai)
 2. 25-26.08 in Latvia- 333 Baltic Circuit (Ropazi)
 3. 23-24.09 in Estonia - TBA

4. COMPETITION CLASSES

- 4.1 Baltic Karting Cup will be held in following classes:
 - a) Micro - minimum weight 105kg
 - b) Mini - minimum weight 112kg in Estonian and Latvian event, and 110kg in Lithuanian Event
 - c) OK-Junior- minimum weight 140kg
 - d) OK- minimum weight 150kg
 - e) KZ2- minimum weight 175kg
 - f) KZ2 Masters- minimum weight 185kg
- 4.2 Micro must comply with EASU general technical regulations and technical regulations of the Micro class.
- 4.3 Karts in the CIK-FIA competition classes Micro 60 (Micro), Mini 60(Mini), OK-Junior, OK and KZ2/KZ2 Master's must comply with CIK-FIA technical regulations.
The national specificities are stated in the EASU and LKF general karting technical regulations and the technical regulations of each class.



5. ENTRIES

5.1. Championship is open for all drivers with valid licence issued by EASU, LAF, LKF or other ASN

5.2 Online entry application info will be published in Event Supplementary Regulations

To apply for the competition, the entry form must be submitted, and the entry fee must be paid no later than 23.59 (GMT +2) on the Sunday of the week preceding the competition. The entry form is considered valid if the entry fee and the fee for the tires used in the competition have been paid according to the procedure described in Supplementary Regulations.

5.3 Only by prior agreement with organiser late entry can be accepted. Additional fee of 50 euros will be added to the original entry fee.

5.4 If a driver does not participate in the competition, the participation fee will not be refunded for any reason.

5.5 The list of accepted entries with the names and numbers of the competitors will be published in weblink given described in supplementary regulations.

5.6 By submitting the entry form the competitor confirms that he and the drivers registered for the competition have understood and undertake to comply with the FIA Sporting Code and its appendices, CIK-FIA General Prescriptions, Estonian Karting Technical and Sporting Regulations, Estonian Karting Code of Driving Conduct, (for event run in Estonia and Latvia), Lithuanian Karting championship Technical and Sporting Regulations, Lithuanian Karting Code of Driving Conduct (for event run in Lithuania) current Sporting Regulations, Supplementary Regulations of each round.

5.7 By submitting the entry form, the competitors confirm that they and the drivers they have registered for the competitions have understood that motorsports and racing are dangerous and can lead to both health and property damage, and despite such danger, they voluntarily participate in the competitions and do so at their own risk. Competitors and drivers confirm that they agree that the FIA, EASU, LAF, LKF and he organizer of the Cup and also the officials of the competition are not responsible for any damage to drivers, competitors or their property during the competition.

6. ENTRY FEES

6.1 The entry fee, the fee for free practice and the fee for the tires used in the competition (Art 9) must be paid as written in event supplementary regulations.

7. ELIGIBLE DRIVERS

7.1 Only license (national or international) holders of any FIA member ASNs will be allowed to start the competition. ASN written authorisation is mandatory for all foreign drivers, except drivers from countries, which have corresponding agreement with EASU, LAF or LKF.

7.2 Age limits of drivers in competition classes:

Micro 60: driver must turn 6 years old the year of the competition and he/she must not turn 9 years old before 31.12.2023.

Mini 60: driver must turn 9 years old the year of the competition and he/she must not turn 13 years old before 31.12.2023.

OK Junior: drivers between 12 years old (reaching their 12th birthday during 2023) and 14 years of age (reaching their 14th birthday during 2023)

OK: driver must turn 14 years before 31.12.2023.

KZ: driver must turn 15 years before 31.12.2023.

KZ Masters: driver must turn 35 years before 31.12.2023.



8. ELIGIBLE KARTS AND EQUIPMENT

8.1 The use of a homologated front fairing is mandatory for all the karts.

The use of a homologated rear fairing is mandatory for all the karts.

The use of the homologated front fairing including homologated front fairing mountings mounting kit is mandatory for all the karts.

8.2 Each driver has the right to use two (2) chassis and up to two (2) engines in the competition and submit it to scrutineering for inspection.

8.3 It is prohibited to exchange chassis, engines, chassis with engines and tyres between drivers. Any exchange of the chassis, engine and chassis with the engine during the qualification and during the start procedure of the preliminary and final races and during the race is prohibited. Violators of this rule will be disqualified from the competition. As an exception, it is allowed to use one spare engine for two drivers, but it must be registered in advance in the scrutineering.

8.4 Any person, who has made modifications to the kart after the scrutineering, is alone or together with competitor responsible of eligibility of these modifications.

8.5 It is responsibility of the competitors, that their karts comply with technical and safety regulations during the competition.

8.6 The use of the same race number in the same race class and race is not allowed.

8.7 Name of the driver must be attached on both sidepods, be clearly readable and comply with the technical regulations.

8.8 The flag of the driver's country of origin must match the national flag of the country that issued the driver's license.

9. TYRES

9.1 Tyre brands and prices used in BKC events, will be described in Supplementary Regulations.

9.2 Amount of the tyres in qualification, heats and final will be described in Supplementary Regulations

9.3 All the tyres used in the BKC competition must be obtained from race event promoter

9.4 Tyres will be issued by the official tyre supplier based on a random sample at the time and place specified in the Supplementary Regulations of the respective competition. A bar code reader may be used to mark the tyres, match them to the driver and further check them. In this case, the driver receives a printout of the barcodes of the tyres issued to him.

9.5 In the Cup competition, it is allowed to use wet weather tyres that have been registered and issued to the drivers by an official tyre dealer.

10. FUEL AND LUBRICANTS

10.1 Commercially available 98 octane fuel from official filling stations must be used in all classes. Official filling station will be published in the Supplementary Regulations.

10.2 Only CIK-FIA homologated lubricant for the fuel mixture is permitted.

Mixing different lubricants of different fuels is prohibited. The driver must have at least one new, unopened 1-liter container of the lubricant used in the competition during the entire competition (several drivers may also have a common container).

11. ADMINISTRATIVE CHECKS AND SCRUTINEERING

11.1 Info will be published in Supplementary regulations.

11.2 Time and place of the administrative checks and the scrutineering will be published in the Supplementary Regulations. All the licenses and ASN authorisations will be checked.

11.3 At the scrutineering all the main parts of the engine (crankcase, cylinder and cylinder head), and the kart chassis will be marked.

In Class Mini cylinder head will not be marked.



12. DRIVERS BRIEFING

12.1 Info will be published in Supplementary regulations.

12.2 Competitors and drivers missing from the Drivers Briefing will be fined according to Supplementary Regulations

13. RUNNING THE COMPETITION

At every competition there will be held:

13.1 Free practices:

The amount and duration of free practice sessions are determined by the Supplementary Regulations and timetable, and the driver must participate in at least one (1) free practice session. The warm-up run provided in the timetable is not considered a free practice-

13.2 Qualification:

Only drivers whose karts have passed Scrutineering are allowed to participate in the qualification.

One qualification run of at least 4 minutes is provided for each competition class:

- there will be determined starting order in the qualification:
- every full lap completed during the qualifying will be timed and the best lap time of the driver will be counted. Should one or several drivers achieve the same time, the tie will be settled on the basis of their second-best time, and so on. The final ranking of the qualification is determined by the best lap times of all drivers.
- driver with no result from qualification will start at the of the starting grid. In the case several drivers without result, their starting order will be decided by lot:
- if the driver during the qualification stopping in the service area, qualification for him/her is finished and he/her is not allowed to return to the track.

13.3 Exact length of heats and finals will be published in supplementary regulations.

Starting orders for both heats will be determined by qualification results.

13.4 The overall result of the heats will be drawn by adding up the points obtained in the heats. The points for the heats are awarded as follows: 1st place – 0 points; 2nd place - 2 points; 3rd place - 3 points, etc. If the driver did not start the heat, his/her points are the number of participants + 1 point. If a driver received a black flag or his result was cancelled, his/her points are the number of participants + 2 points. Starting order for the final are determined based on the overall result of the heats, the best starting place goes to the driver with the least points. In case of equality of points, the result of the qualification is decisive.

In the final, a blue signal flag with red diagonal lines can be used with the driver's number, and it is shown to the driver whom the race leader is about to overtake or has already passed in a lap for any reason. The driver who received the notification is obliged to drive to the scale located in the parc fermé. The driver's result in the final is calculated according to the number of laps actually completed.

14. STARTING ORDER

14.1 Official results of the qualifications and the starting orders for the heats will be published after the qualifications.

14.2 Official results of the heats, overall results of the heats and starting orders for the finals will be published after the heats.

14.3 Only drivers ranked in the official results have the right to start in the heats and in the finals.

14.4 Only the driver and one of his/her mechanics (with according wristband or identification card) with kart are allowed to pre-start area.



14.5 The timetable may provide for the formation of a starting grid on the racetrack in the final races.

15. STARTING PROCEDURE

15.1 According to relevant Country's Sporting regulations

15.2 In the competition classes Micro 60, Mini 60, OK-Junior and OK the rolling start will be given.

15.3 In the competition classes KZ2, KZ2 Masters the standing start will be given-

15.4 Judges may use any video or electronic aids to detect violations of the starting procedure.

Drivers are obliged to provide the judges with recordings from the cameras installed on the karts.

15.5 Infringements of the starting procedure will be penalised.

20. INSTRUCTIONS FOR THE DRIVERS

a) Place of the Official Notice Board will be published in the Supplementary Regulations

b) The weights given in the technical regulations of the competition classes are absolute minimums and must be possible to check at any moment during the competition if the driver is in normal competition equipment (helmet, gloves and boots).

The weighing result shown by the scale is considered the official weighing result, regardless of the accuracy class of the scale (2023 FIA Technical Regulations Art. 3.6).

Any abnormality found during inspection at any time of the race will result in the elimination of the driver from that qualification or race.

21. INCIDENTS

According to relevant Country's Sporting Regulations

22. RESULTS

22.1 Results of the races will be determined according to covered laps and finishing order. In order to obtain result driver must finish at least one full lap after the starting signal.

22.2 Official final result in each competition class will be the result of the final race.

22.3 If the race is suspended and not resumed, points will be awarded according to Art. 2.21 of the Sporting Regulations.

22.4 The ranking of the Country Cup is determined by adding up the points of the final results of the five (5) best drivers of each country in the classes – Micro 60, Mini 60, OK Junior, OK and KZ2.

In the Country Cup only the winner will be awarded.

Points allocation: points will be awarded to the 15 best drivers as follows: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

23. PRIZE-GIVING

23.1 Three best drivers in each championship class will be awarded by the event organiser.

Organiser and sponsors have the right to display special prizes.

23.2 The prize-giving is carried out immediately after the end of the final race of the respective competition class, the three best competitors are obliged to appear for the prize-giving in a competition overall and with a helmet. If the organiser has provided, competitors are obliged to wear caps or other such symbols on the podium for advertising purposes. With the Supplementary Regulations, the prize-giving can also be moved to the end of the competition day.

24. Baltic Karting Cup FINAL RESULT

24.1 The title of BKC event Winner is awarded to the entrant who scores highest number of points in said competition class.



24.2 On each round points will be awarded to the 15 best drivers for the aggregate results of the heats as follows: 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1, and the 15 best finishers of the final as follows: 25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

24.3 The final classification of championship will be drawn up on the points of two (2) best aggregate results of the heats and of the two (2) best results of the finals.

24.4 In case of a tie, the driver with most wins, most second places, most third places etc. of the finals will be winner. Should this not be enough to decide the Championship winner, the result of the final of the last event, where both drivers competed, will decide.

24.5 Result of the competition, where driver was excluded from the competition due to unsportsmanlike conduct, fraud or infringement of regulations (except underweight), will under no circumstances be deductible.

25. PROTESTS AND APPEALS

25.1 The right to protest lies only with a competitor.

Protest must be submitted in writing to the Clerk of the Course or his deputy no later than 10 minutes after the publication of the provisional results of the qualification and no later than 30 minutes after the publication of the provisional results of the heat or the final. Protest must be accompanied by a deposit set in Supplementary Regulations

25.2 In the absence of the Clerk of the Course or his deputy, protests will be submitted to the secretary of the competition.

25.3 Competitors and drivers have the right to appeal against the decision made by the Stewards in accordance with the FIA Sporting Code Art 15.4. The appeal deposit fee is set in Supplementary Regulations according to Race Event country ASN rules.

26. FINES

26.1 A fine may be imposed on any driver, competitor or assistant, who does not comply with the orders of competition officials. All fines are imposed by the EASU at the decision or proposal of the Stewards.

26.2 It is recommended to pay the fines at the competition.

27. PENALTIES

27.1 According to Supplementary Regulations of the Event

27.2 Smoking is allowed at the competition venue only in the places designated for this purpose by the Supplementary Regulations. Violators will be fined according to Supplementary Regulations.

27.3 The venue must be quiet no later than 23:00. Violators of the requirement will be penalised with a fine set in Supplementary Regulations of the Event

27.4 Using motorcycles, scooters, electric scooters or any other motor vehicle are not allowed at the participants camp. Violators will be fined, fee is set in Supplementary Regulations of the Event.

27.5 Kart engines are allowed to be started at the competition venue only during the races. The organiser can provide a corresponding limited area by the Supplementary Regulations in which warming up of the engines is allowed. Violation of the requirement will result reprimand or a fine, fee is set in Supplementary Regulations of the Event



28. TIMING

28.1 Drivers are obliged to use the timing transponder attached to the kart on the day of the competition, including the morning warm-up. Breach of the rule by the driver or competitor may be fined with 50 euros or the result of the corresponding qualification or race may be cancelled.

28.2 Timing transponder is reserved and guaranteed only for the drivers who have submitted their entry form in time.

28.3 If the transponder is damaged, lost or not returned on time, the driver undertakes to compensate the cost of the transponder 450 euros (plus VAT).

28.4 Mounting of the timing transponder must be attached behind driver's seat.

28.5 It is allowed to use driver's own transponder, which must be functional and charged with marking of MyLaps, TranX 160, TranX 260, X2 Karting or TR2 Karting.