



2024 Baltic Karting Cup (BKC)

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

07-08.06.2024 - Latvia

05-06.07.2024 - Lithuania

23-24.08.2024 - 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 organiser presents ASN supplementary regulations and appoints a responsible organiser. 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 and 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 organisers.

2.4 If the competitor cannot be present at the competitions, he must nominate his representative in writing.

3. CALENDAR

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 and KZ2, KZ2 Masters).

3.2 BKC calendar is following:

07-08.06.2024 - Latvia, Kandava kart track

05-06.07.2024 - Lithuania, Šiauliai, Bačiūnai kart track

23-24.08.2024 - Estonia, Kunigamäe (Põltsamaa) kart track

4. COMPETITION CLASSES

4.1 Baltic Karting Cup will be held in following classes:

a) Micro - minimum weight 105kg

b) Mini - minimum weight 110kg

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, except exceptions written in this document, p 29 TECHNICAL EXCEPTIONS.

5. ENTRIES

5.1. Baltic Karting Cup 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 Monday of the competition week. 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 the 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, Baltic Karting Cup and Sporting Regulations, 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 the organiser 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 licence (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 7 years old the year of the competition (must get 6 years old before 01.01.2024)
- he/she must not turn 11 years old before 31.12.2024.

Mini 60:

- driver must turn 9 years old the year of the competition (must get 8 years old before 01.01.2024)
- and he/she must not turn 14 years old before 31.12.2024.

OK Junior:

- driver must turn 12 years old the year of the competition (must get 11 years old before 01.01.2024)
- and he/she must not turn 15 years old before 31.12.2024

OK: driver must turn 14 years before 31.12.2024.

KZ2: driver must turn 15 years before 31.12.2024.

KZ Masters: driver must turn 35 years before 31.12.2024.

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 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 a competitor responsible for eligibility of these modifications.



8.5 It is the 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 licence.

9. TYRES

9.1 Tyre brands and prices used in BKC events, will be as follows: in Lithuania tyre brand is Vega, in Estonia and Latvia tyre brand Lecont, supplied by EASU.

Prices will be described in Supplementary Regulations.

9.2 New slick and wet tyres must be used from qualification.

9.3 Racing tyres

9.3.1 Slick type:

- OK and KZ2, KZ2 Masters 2 sets of slick tyres can be used

- OKJ, Micro, Mini just 1 set of slick tyres can be used

- Wet type - 1 set of wet tires can be used in every category

9.3.2 All racing tyres must be purchased from event organizer and must be scanned to associate with driver at venue.

9.4 During the official practice sessions (described in official Timetable as practices) only tyres sold by organizer are allowed to use from second free practice and onwards.

9.5 All the tyres used (both racing and practice) in the BKC competition must be obtained from every event (LT, LV, EE) promoter.

9.6 Tyres will be issued by the event organizer representative 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.

10. FUEL AND LUBRICANTS

10.1 Commercially available up to 98 octane fuel from official filling stations must be used in all classes. Official filling station will be published in the Supplementary Regulations. (must be station up to 10km if possible)

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-litre 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 licences 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:

[Free Practices](#), [Warm up, qualification, 2 heats, SuperHeat, Final](#).

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 also considered as 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. If one or several drivers achieve the same time, then upper in standing will be the driver which set the same time on early lap. The final ranking of the qualification is determined by the best lap times of all drivers.
- drivers with no result from qualification will start at the starting grid. In the case several drivers without result, their starting order will be decided by lot:
- if the driver during the qualification stops in the service area, qualification for him/her is finished and he/she is not allowed to return to the track.

13.3 Exact length of [Warm up, Qualification, Heats, Super Heat, Final](#) will be published in supplementary regulations.



Starting orders for first and second heat will be determined by qualification results. Starting orders for Super Heat will be determined by intermediate results of the 1 and 2 heat.

13.4 The overall results [of the heats](#) will be drawn by adding up the [penalty](#) points obtained in the heats. The [penalty](#) 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.

The top 15 drivers by intermediate classification will receive intermediate points as follows: 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

Starting order for the final (or Super Heat if held) is determined based on the intermediate classification [of collected penalty points in the heats](#), the best starting place goes to the driver with the least [penalty](#) points. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

13.5 Super Heat

13.5.1 The length of the Super Heat from start to finish line is determined by the [Supplementary](#) regulations [of each event](#).

13.5.2 The starting order for the Super Heat is determined by the intermediate classification [of heat penalty points](#). Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

13.5.3 The top 15 drivers in the order of the Super Heat receive points as follows: 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

13.5.4 The allocation of points for overall standings in the championship [obtained from Heats and Super Heat](#) is described in Art. 22 Baltic Karting Cup FINAL RESULT

13.6 Finals

The lengths of the finals from start to finish line are determined by the event regulations. The starting order for the finals is determined by aggregating intermediate classification [\(obtained in Heats\) and Superheat penalty points](#).. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

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.

The allocation of points for overall standings in the championship [obtained from the Final](#) is described in Art. 22 Baltic Karting Cup FINAL RESULT

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 the according wristband or identification card) with the 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.

16. PARC FERME

A. Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.

B. As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.

C. The Parc Fermé shall be large and protected enough to ensure that no unauthorised person may have access to it.

D. It is forbidden to remove the karting from the Parc Ferme area without the marshal permission.

17. GENERAL SAFETY



According to CIK-FIA 2.14

18. BRIEFING

The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing. Penalties could be applied or even of a possible exclusion from the Competition.

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 (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 CIK-FIA 2.24

22. RESULTS

22.1 Results of the races will be determined according to covered laps and finishing order. In order to obtain the result, any driver having crossed the lap counting line will be considered as having started, and his lap time will be taken into account, whatever the circumstances. Any lap fully covered is counted.

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 CIK-FIA General 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, KZ2 Masters.

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 Baltic Karting Cup 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 by the time table of the event. 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.

24. Baltic Karting Cup FINAL RESULT

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

24.2 On each round points will be awarded to the 15 best drivers for intermediate results of the heats as follows: 20, 17, 15, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1; also 15 best finishers of the Super Heat (if held) as follows: 25, 20, 16, 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 overall standings in the championship include the competitor's two (2) best intermediate results, up to two (2) best results from the Super Heats, and two (2) best results from 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 the winner. Should this not be enough to decide the Baltic Karting Cup winner, the result of the final of the last event, where both drivers competed, will decide.

24.5 Result of the competition, where the 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 by FIA code art. 13. Protest fee is 250 Euro for sporting regulations and 500 euro for technical regulations if disassembly of the engine is needed.

25.2 Competitors and drivers have the right to appeal against the decision made by the Stewards in accordance with the FIA Sporting Code Art 15. The appeal deposit fee is in accordance of the host ASN regulations.

26. FINES



26.1 A fine may be imposed on any driver, competitor or assistant, who does not comply with the sporting regulations, supplementary regulations or the orders of the Marshals of the event.

26.2 All fines must be paid by the competitor in the time set is written in the decision of the Stewards.

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 22:00. 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 (only on timetable). 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 in 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 the driver's seat.

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

29. TECHNICAL EXCEPTIONS

29.1 It is allowed to replace original crankshaft main bearings with roller bearings in TM Mini 2 engines (it is allowed to use roller or ball bearings).



29.2 Rear wheel protection must comply with the Technical regulations of the group in which the kart has entered and installed correctly at all times:

Group 2 rear wheel protector must comply with CIK-FIA Technical regulation Art. 9.5.5

Group 3 rear wheel protector must comply with CIK-FIA Technical regulation Art. 10.5.5

29.3 Rear wheel protections will be checked accordingly:

29.3.1 The width of the rear tyres and the rear wheel protector alignment to the wheels can be checked before the race.

29.3.2 After the finish, the width of the rear tyres and the alignment of the rear wheel protection is not checked, therefore the penalty for exceeding the width is not imposed.