



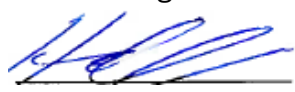
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FINEST CUP 2025

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

23.-24.08.2025 – Kangasala, Finland

29.-30.08.2025 – Laitse, Estonia

SPORTING REGULATIONS

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The FINEST CUP is organized in cooperation between the Finnish (AKK) and Estonian (EASU) ASNs.

The aim of the series is to provide competitors with high-level karting competition. For each event, the organizer must submit ASN-approved supplementary regulations and appoint a responsible organizing body. Competitions may also be held as part of a 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 AKK and EASU have the right to make changes to the current Sporting Regulations.

2.2 Sporting Regulations will be published on the official page of the AKK and EASU at least 14 days before the competition.

2.3 To participate in the FINEST CUP rounds, competitors and drivers must have fulfilled their obligations to AKK, EASU 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 FINEST CUP will be held as follows:

3.1.1 as a two (2) race weekends in classes Mini, OK Junior, OK and KZ2, KZ2 Masters.

3.2 FINEST CUP calendar is following:

23.-24.08.2025 – Finland, Kangasala karting track

29-30.08.2025 - Estonia, Laitse karting track



4. COMPETITION CLASSES

4.1 FINEST CUP will be held in following classes:

- | | |
|-----------------|----------------------|
| a) Mini - | minimum weight 110kg |
| b) OK-Junior- | minimum weight 140kg |
| c) OK- | minimum weight 155kg |
| d) KZ2- | minimum weight 180kg |
| e) KZ2 Masters- | minimum weight 185kg |

4.2 Karts competing in the Mini, OK-Junior, OK, and KZ2/KZ2 Masters categories must comply with the Finnish national technical regulations at the event held in Finland on 23–24 August 2025.

For the event held in Estonia on 29–30 September 2025, karts must comply with the CIK-FIA Technical Regulations, subject to the exceptions specified in Article 29 – TECHNICAL EXCEPTIONS of the present document.

5. ENTRIES

5.1. FINEST CUP is open for all drivers with valid licence issued by AKK and EASU or other ASNs.

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 the organiser late entry can be accepted. Additional fee of 100 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, FINEST 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, AKK, EASU and the organisers of the FINEST 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:

Mini 60:

- In Finland round driver must turn 10 years old the year of the competition (must get 9 years old before 01.01.2025), in Estonian round driver must turn 9 years old the year of the competition (must get 8 years old before 01.01.2025)
- and he/she must not turn 14 years old before 31.12.2025.

OK Junior:

- driver must turn 12 years old the year of the competition (must get 11 years old before 01.01.2025)
- and he/she must not turn 15 years old before 31.12.2025

OK: driver must turn 14 years before 31.12.2025.

KZ2: driver must turn 15 years before 31.12.2025.

KZ Masters: driver must turn 35 years before 31.12.2025.

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 one (1) 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 used in FINEST CUP events, will be as follows: in Finland tyre brands are LeVanto and LeCont, in Estonia tyre brand is LeCont .

Prices will be described in Supplementary Regulations.

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

9.2.1 In Estonia: Slick type - OK and KZ2, KZ2 Masters up to 2 sets of slick tyres can be used (might be limited with Supplementary Regulations). OKJ, Mini - 1 set of slick tyres can be used.

Wet type - 1 set of wet tires, but new tires.

In Finland: by the Finnish Championship Regulations.

9.3 All the tyres used in the FINEST CUP competition must be obtained from every event (FIN, EST) 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.

9.5.1 In the FINEST CUP competition, it is allowed to use wet weather tyres that have been registered and issued to the drivers by event promoter as a new, unused tyres. In Finland: by the Finnish Championship Regulations.

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, tyre distribution 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

13.1 Running the Competition in Finland:

EVENT FORMAT

The event format for the Mini60, OK-Junior, OK, KZ2 and KZ2 Masters classes is as follows:

SATURDAY: Warm-Up – 8 minutes, Qualifying – 8 minutes, Qualifying Heat – 8 minutes + 1 lap, and Final 1 – 18 minutes + 1 lap (15 minutes + 1 lap for the Mini60 class).

SUNDAY: Warm-Up – 8 minutes, Final 2 – 18 minutes + 1 lap (15 minutes + 1 lap for the Mini60 class), with the starting grid determined by the fastest lap times set in Final 1 on Saturday, and Final 3 – 18 minutes + 1 lap (15 minutes + 1 lap for the Mini60 class), with the starting grid determined by the fastest lap times set in Final 2.

The maximum number of competitors allowed in a Final is 36. If the circuit's homologated maximum number of karts on track is lower than 36, the number of participants admitted to the Finals will be reduced accordingly (for detailed procedures, see the Sporting Regulations).

13.2 Running the Competition in Estonia:

13.2.1 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-

13.2.2 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.

13.2.3 Exact length of heats, super heats and finals will be published in supplementary regulations.

13.2.4 Heat 1 and Heat 2

For the Heat 1 and Heat 2, points will be awarded as follows:

Position Points

1st 50, 2nd 44, 3rd 41, 4th 38, 5th 36, 6th 34, 7th 32, 8th 30, 9th 28, 10th 27, 11th 26, 12th 25, 13th 24, 14th 23, 15th 22, 16th 21, 17th 20, 18th 19, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

- If a Driver does not take the start in a Heat, he will receive points equal to the number of points of the last qualified Driver minus 1 point.
- If a Driver has been black-flagged or disqualified, he will receive points equal to the number of points of the last qualified Driver minus 5 points for the Heat in question.
- Any Driver who has not covered all the laps scheduled, even if he has not finished the Heat, will be classified according to the number of laps he has actually completed. At the end of the Heats, an intermediate classification will be established. Possible ties between two or more Drivers will be settled according to their classification in the Qualifying Practice.

13.2.5 Super Heat

After the execution of all the Heats, Super Heat will take place.

For the Super Heat, points will be awarded as follows:



Position Points

1st 90, 2nd 80, 3rd 72, 4th 66, 5th 60, 6th 54, 7th 50, 8th 46, 9th 42, 10th 38, 11th 34, 12th 32, 13th 30, 14th 28, 15th 26, 16th 24, 17th 22, 18th 20, 19th 18, 20th 17, 21st 16, 22nd 15, 23rd 14, 24th 13, 25th 12, 26th 11, 27th 10, 28th 9, 29th 8, 30th 7, 31st 6, 32nd 5, 33rd 4, 34th 3, 35th 2, 36th 1.

- If a Driver does not take the start in Super Heat, he will receive points equal to the number of points of the last classified Driver minus 1 point.

- If a Driver has been black-flagged or disqualified, he will receive points equal to the number of points of the last classified Driver minus 5 points for the Super Heat in question.

The points from the Super Heat will be added to those of the Intermediate Classification of the Heats. The cumulated total of these points will serve to establish a Final Intermediate Classification.

Two or more Drivers who have the same points total will be split according to their classification in Qualifying Practice.

The starting grid for the Super Heat will be established on the basis of the Intermediate Classification of the Heats.

13.2.6 Final

Starting positions will be determined according to the Final Intermediate Classification established after the Heats and the Super Heat.

During the Final, any Driver about to be overtaken or who has been overtaken by the race leader for any reason whatsoever can be shown the blue and red flag (double diagonal) with his number.

He/she shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has 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, Intermediate Results and starting orders for the Super Heats will be published after the heats. Official results of the Super Heats, Final Intermediate Results and starting orders for the Finals will be published after the Super Heats.

14.3 Only drivers ranked in the official results have the right to start in the Heats, Super 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 ASN's Sporting regulations

15.2 In the competition classes 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 Fermé 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. CLASSIFICATIONS

22.1 Results of the races will be determined according to covered laps and finishing order.

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 Classifications

The classification of a FINEST CUP will be established as follows: four best out of six Final results will count.

A blank result due to a disqualification may not be discounted.

The title of the FINEST CUP will be awarded to the Driver who has scored the greatest number of points.

In Finland Final means Final 1, Final 2, Final 3. In Estonia Final means Intermediate Classification, Final Intermediate Classification, Final. After all six Finals points will be awarded to the top 15 classified Drivers according to the following scale: 50, 44, 38, 34, 30, 26, 22, 18, 14, 10, 8, 6, 4, 2, 1.

If a race is stopped under Article 2.21 of the General Prescriptions and cannot be restarted and if less than 2 laps have been completed, no points will be awarded. If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.

22.5 Country Cup

A Country Cup title will be awarded by adding together the points of the following FINEST CUP classes:

- Mini
- OK Junior
- OK
- KZ2
- KZ2 Masters

The title will be awarded to the country (state) that has scored the highest number of points, taking into consideration the points obtained from the top three classified Drivers entered under the licence of country for each Competition of the above mentioned FINEST CUP.

22.6 Dead heats between Drivers



If two or more Drivers finish the season with the same number of points, the highest place in FINEST CUP held over a series of Competitions (in either case) will be awarded to:

- a) the holder of the greatest number of first places in the Finals,
- b) if the number of first places is the same, the holder of the greatest number of second places in the Finals,
- c) if the number of second places is the same, the holder of the greatest number of third places in the Finals;
- d) if there is still a dead heat, the better position in the Final Race of the last Competition will be decisive.

23. PRIZE-GIVING

23.1 Three best drivers in each FINEST 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 Timetable 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. PROTESTS AND APPEALS

24.1 The right to protest lies only with a competitor.

Protest must be submitted by FIA code art. 13. Protest fee is according to Supplementary regulations of the Event.

24.2 Competitors and drivers have the right to appeal against the decision made by the Stewards in accordance with the FIA Sporting Code Art 15.4. The appeal deposit fee is in accordance of the host ASN regulations.

25. FINES

25.1 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.

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

26. PENALTIES

26.1 According to Supplementary Regulations of the Event

26.2 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.



26.3 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

26.4 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 100 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

National exceptions in the relevant FIA Technical Regulations (TR), listed by Article or category:

29.1 General Prescriptions

TR 4.3 Rear Axle

The rear axle must comply with CIK-FIA Karting TR 4.3. Additionally, it is permitted to use a rear axle without the manufacturer's CIK-FIA identification sticker (see Appendix 10).

TR 4.9 Bumpers

Front, side, and rear bumpers are mandatory. They must be made of round magnetic steel tubes.

Bumpers must comply with the category in which the kart is registered. In Groups 1, 2 & 3, bumpers must have valid homologation. It is allowed to shorten the lower front bumper. It



is allowed to shorten the side bumpers, provided that the kart complies with CIK-FIA 2.0 and 2.1 or 3.0 and 3.1 drawings, depending on the Group.

TR 4.12.2 Brake Control

For the additional connection between the doubled pedal and the pump, a cable with a minimum diameter of 1.8 mm must be used.

TR 7.3 Gloves

Gloves must fully cover the hands and wrists or comply with FIA standard 8877-2022. It is not mandatory to use the new FIA standard.

TR 7.4 Shoes

Shoes must cover the feet and protect the ankles or comply with FIA 8877-2022 standard. It is not mandatory to use the new FIA standard.

29.1 Mini class

TR 10.1 Chassis dimensions

It is also permitted to use a kart frame with an expired CIK-FIA homologation. The chassis must at all times comply with the homologation card. For all other parts, the chassis must comply with CIK-FIA Technical Regulation 10.1.1.

TR 10.7 Wheels

In Group 3, the minimum permitted rear rim width is 140mm.

For all other parts, the chassis must comply with CIK-FIA Technical Regulation 10.7.

TR 10.9 Minimum weight

	Total (incl driver)	Kart (without fuel)
Mini	110,0 kg minimum	55,0 kg minimum

TR 10.10 Engine

Engines from the 2015–2019 and 2020–2022 homologation cycles, which have since expired, are also permitted. The engine must conform to the manufacturer's homologation form.

The TM Racing SpA Mini-2 engine (homologation number 041-EM-51) is allowed to use roller bearings instead of ball bearings on the crankshaft, in deviation from the homologation form.

The engine must otherwise comply with CIK-FIA Technical Regulation 10.10.

TR 10.10.1 Engine characteristics

For engines homologated from 2015 to 2019, the opening angle of the overflow window must remain the same as specified by the manufacturer. The width of the overflow window must be declared by the manufacturer, and its tolerances must comply with the values specified by the manufacturer.

Otherwise, the engine characteristics must comply with CIK-FIA Technical Regulation 10.10.1.

TR 10.13 Intake silencer

The intake silencer must be homologated by the CIK-FIA and must have a single duct with a



maximum diameter of 23.0 mm.

TR 10.14 Ignition system

Engines homologated from 2015 to 2019 must use the mandatory digital ignition SELETTRA LC 23915 with a maximum rev limiter of 14,000 rpm. Otherwise, the ignition system must comply with CIK-FIA Technical Regulation 10.14.

29.2 OK Junior class

TR 9.1 Chassis dimensions

It is also permitted to use a kart frame with an expired CIK-FIA homologation. The chassis must at all times comply with the homologation card.

The engine must otherwise comply with CIK-FIA Technical Regulation 9.1.1.

TR 9.1 Engines

All engines with expired CIK-FIA Group 2 OK-Junior class homologation are also permitted. The engine must comply with the manufacturer's homologation form.

The engine must otherwise comply with CIK-FIA Technical Regulation 9.11.

TR 9.12.2 OK-Junior Carburettor

For engines with expired CIK-FIA homologation, it is permitted to use any carburettor that was homologated under an expired CIK-FIA Group 2 OK-Junior homologation. Additionally, the use of a currently homologated (valid homologation) carburettor is allowed. In all cases, the carburettor must comply with the specifications stated in the manufacturer's homologation form.

For engines with valid CIK-FIA Group 2 homologation, only carburettors with valid CIK-FIA homologation may be used.

In all other respects, the carburettor must comply with CIK-FIA Technical Regulation 9.12.2.

TR 9.14.2 – OK-Junior Ignition

For engines with expired CIK-FIA homologation, it is permitted to use any ignition system that was homologated under an expired CIK-FIA Group 2 OK-Junior class homologation. It is also permitted to use a currently homologated (valid homologation) ignition system. In all cases, the ignition system must comply with the specifications in the manufacturer's homologation form.

For engines with valid CIK-FIA Group 2 homologation, only ignition systems with valid CIK-FIA homologation are permitted.

In all other respects, the ignition system must comply with CIK-FIA Technical Regulation 9.14.2.

29.3 OK class

TR 9.1 Chassis dimensions

It is also permitted to use a kart frame with an expired CIK-FIA homologation. The chassis must at all times comply with the homologation card.



The engine must otherwise comply with CIK-FIA Technical Regulation 9.1.1.

TR 9.1 Engines

All engines with expired CIK-FIA Group 2 OK class homologation are also permitted. The engine must comply with the manufacturer's homologation form.

The engine must otherwise comply with CIK-FIA Technical Regulation 9.11.

TR 9.12.2 OK Carburettor

For engines with expired CIK-FIA homologation, it is permitted to use any carburettor that was homologated under an expired CIK-FIA Group 2 OK homologation. Additionally, the use of a currently homologated (valid homologation) carburettor is allowed. In all cases, the carburettor must comply with the specifications stated in the manufacturer's homologation form.

For engines with valid CIK-FIA Group 2 homologation, only carburettors with valid CIK-FIA homologation may be used.

In all other respects, the carburettor must comply with CIK-FIA Technical Regulation 9.12.2.

TR 9.14.2 – OK Ignition

For engines with expired CIK-FIA homologation, it is permitted to use any ignition system that was homologated under an expired CIK-FIA Group 2 OK class homologation. It is also permitted to use a currently homologated (valid homologation) ignition system. In all cases, the ignition system must comply with the specifications in the manufacturer's homologation form.

For engines with valid CIK-FIA Group 2 homologation, only ignition systems with valid CIK-FIA homologation are permitted.

In all other respects, the ignition system must comply with CIK-FIA Technical Regulation 9.14.2.

29.4 KZ2 / KZ2 Masters classes

TR 9.1 Chassis dimensions

It is also permitted to use a kart frame with an expired CIK-FIA homologation. The chassis must at all times comply with the homologation card.

The engine must otherwise comply with CIK-FIA Technical Regulation 9.1.1.

TR 9.9 Minimum Weight

The minimum permitted weight, including the driver and equipment, is:

- **KZ2 Masters:** 185.0 kg (minimum)

TR 9.10 Engine

All engines with expired CIK-FIA Group 2 KZ class homologation are also permitted. The engine must comply with the specifications stated in the manufacturer's homologation form.

In all other respects, the engine must comply with CIK-FIA Technical Regulation 9.11.

TR 9.14 Ignition



For engines with expired CIK-FIA homologation, it is permitted to use any ignition system that was homologated under an expired CIK-FIA Group 2 KZ class homologation. The use of a currently homologated (valid homologation) ignition system is also permitted. In all cases, the ignition system must comply with the specifications outlined in the manufacturer's homologation form.

For engines with valid CIK-FIA Group 2 homologation, only ignition systems with valid homologation may be used.

In all other respects, the ignition system must comply with CIK-FIA Technical Regulation 9.14.

29.5 Rear bumper control:

29.5.1 The width of the rear tyre protector can be checked before the race.

29.5.2 After the finish, the width of the rear tyre protector is not checked, therefore the penalty for exceeding the width is not imposed.

29.6 Vampire sprockets - It is not allowed to use "Vampire" sprockets in Mini category.

29.7 Group 2 bumpers and fairings - For Group 2, it is also permitted to use plastic fairings, bumpers, and fixings homologated during the 2020–2022 homologation period.

29.8 KZ2 Masters Air filter - The KZ2 Masters class is allowed to use intake silencers with either valid or expired CIK-FIA homologation.

29.9 KZ2 Carburetor - Dell'Orto VHSH 30 mm carburettor is mandatory in the KZ class.