

2026 BALTIC KARTING CUP (BKC)

For classes: Micro, Mini, OK-N Junior, OK-N, KZ2 and KZ2 Masters

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

1.1. 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 race event organizers.

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 three (3) competitions in classes Micro, Mini, OK-N Junior, OK-N, KZ2 and KZ2 Masters.

3.2. Baltic Karting Cup calendar is following:

08 – 09.05.2026	Round 1	Kandava, Latvia
26 – 27.06.2026	Round 2	Aukstadvaris, Lithuania
21 – 22.08.2026	Round 3	Laitse, Estonia

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-N Junior	minimum weight 145kg
d) OK-N	minimum weight 155kg
e) KZ2	minimum weight 175kg
f) KZ2 Masters	minimum weight 185kg

4.3. Karts in the competition classes Micro, Mini, OK-N Junior, OK-N, KZ2 and KZ2 Masters must comply with CIK-FIA technical regulations, except exceptions written in this document, article 29 - TECHNICAL EXCEPTIONS.

5. ENTRIES

5.1. Baltic Karting Cup is open to all drivers with valid licenses issued by EASU, LAF, LKF 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 – including mandatory tires price - 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 mandatory tires have been paid according to the procedure described in Supplementary Regulations.

5.3. A late entry may be accepted only with the prior agreement of the Organizer. An additional fee of EUR 100 shall be paid together with 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.

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

5.5. 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.

5.6. By submitting the entry form, competitors confirm that they and the drivers entered by them acknowledge that motor sport and racing activities are inherently dangerous and may result in personal injury, death, or damage to property. Notwithstanding such risks, they voluntarily participate in the competitions entirely at their own risk. Competitors and drivers further confirm that they accept and agree that the FIA, the EASU, the LAF, the LKF, the Organizer of the Cup, and the officials of the competition shall bear no liability whatsoever for any injury, loss, or damage sustained by 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 mandatory tires used in the competition (Article 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 authorization 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:

driver must turn 7 years old the year of the competition (must get 6 years old before 01.01.2026)
he/she must not turn 11 years old before 31.12.2026.

Mini:

driver must turn 9 years old the year of the competition (must get 8 years old before 01.01.2026)
and he/she must not turn 14 years old before 31.12.2026.

OK-N Junior:

driver must turn 12 years old the year of the competition (must get 11 years old before 01.01.2026)
and he/she must not turn 15 years old before 31.12.2026.

OK-N: driver must turn 14 years before 31.12.2026.

KZ2: driver must turn 15 years before 31.12.2026.

KZ2 Masters: driver must turn 35 years before 31.12.2026.

8. ELIGIBLE KARTS AND EQUIPMENT

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

8.2. During Qualifying, Heat 1, Heat 2, Super Heat and Final 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.

During an event, the chassis may be replaced only once and only in the case of irreparable damage. This fact must be confirmed, and permission granted, by the chief scrutineer upon presentation of the equipment for inspection and re-registration.

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. Engines used in the OK-N Junior and OK-N categories at Baltic Karting Cup events shall be regulated as follows:

8.4.1. LITHUANIA round: Only organizer-supplied rental engines are allowed. Use of private engines is strictly prohibited.

8.4.2. LATVIA round: Engines will be provided by the event organizer. A driver may, at their discretion, use their own engine; however, in such case the driver shall not be awarded Baltic Karting Cup (BKC) points and shall be eligible only for Estonian Championship points for that event.

8.4.3. ESTONIA round: Engine usage is free. Drivers may use either organizer-supplied rental engines or private engines. All drivers shall be eligible for BKC points.

8.4.4. Engine Package

The engine package supplied by the organizer includes a complete engine and butterfly-type carburetor. The rental price of the engine package is 500 EUR (plus VAT), covering both official race days.

Competitors are responsible for providing and installing accessory components, including but not limited to:

- air filter
- exhaust system (including silencer)
- mounting hardware and other small accessories

8.4.5. Engines and carburetors shall be allocated by means of a lottery conducted by the Technical Officials. The lottery shall take place at the time and location specified in the event timetable / supplementary regulations.

8.4.6. Upon engine handover:

- An acceptance / handover form must be signed by the driver or mechanic
- A 100 EUR cash deposit must be paid

The deposit shall be refunded after the event, subject to:

- Return of the engine and components
- Successful post-event inspection confirming no damage beyond normal wear

The handover and return procedure shall occur at the time and location defined in the timetable.

8.4.7. In the event of a technical issue with the engine or carburetor:

- The problem must be verified by Engine provider
- The organizer / engine supplier shall replace the defective engine or components at their discretion

No replacement shall be granted without official verification.

8.4.8. Any damage caused to the engine or silencer, whether intentional or unintentional, shall be the responsibility of the user. Repair or replacement costs shall be charged accordingly.

8.5. 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.

8.6. It is the responsibility of the drivers that their karts comply with technical and safety regulations during the competition.

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

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

8.9. The flag representing the driver's nationality must correspond to the national flag of the country that issued the driver's license.

9. TYRES

9.1. The tyre brands and prices used in Baltic Karting Cup events, will be as follows: in Lithuania, the tyre brand is Vega, in Estonia and in Latvia, the tyre brand LeCont.

9.1.1. Tyres to be used in the Lithuania round:

9.1.1.1. For the Micro and Mini categories, the approved slick tyres shall be Vega M1 CIK Mini, and the approved wet tyres shall be Vega WM1 CIK Mini.

9.1.1.2. For the OK-N Junior category, the approved slick tyres shall be Vega XH4 CIK Option, and the approved wet tyres shall be Vega W6 CIK.

9.1.1.3. For the OK-N, KZ2 and KZ2 Masters categories, the approved slick tyres shall be Vega XM4 CIK Prime, and the approved wet tyres shall be Vega W6 CIK.

9.1.2. Tyres to be used in the Latvia and Estonia rounds:

9.1.2.1. For the Micro and Mini categories, the approved slick tyres shall be LeCont LMK CIK Mini, and the approved wet tyres shall be LeCont LMW CIK Mini.

9.1.2.2. For the OK-N Junior category, the approved slick tyres shall be LeCont LOH CIK Option, and the approved wet tyres shall be LeCont LWR CIK.

9.1.2.3. For the OK-N, KZ2 and KZ2 Masters categories, the approved slick tyres shall be LeCont LPM CIK Prime, and the approved wet tyres shall be LeCont LWR CIK.

9.1.3. Prices for beforementioned tyres will be described in Supplementary Regulations.

9.2. New slick and wet tyres must be used from the start of Qualifying.

9.2.1. For the Micro and Mini categories, only one (1) set of slick tyres may be used for the entire Competition.

9.2.2. For the OK-N Junior, OK-N, KZ2 and KZ2 Masters categories, a maximum of three (3) front and three (3) rear slick tyres (1.5 sets) may be used during the Competition.

This quantity may be modified depending on the event and track conditions (e.g. graining).

Such modification may be authorized:

- by the Supplementary Regulations issued before the event, or
- by a decision of the Stewards during the event, prior to Qualifying

In such case, the use of two (2) sets of slick tyres may be permitted.

9.2.3. For all categories, one (1) set of wet tyres shall be permitted, and such tyres must be new.

9.3. All the tyres used in the BKC competition must be obtained from every event (LT, LV, EE) 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.

9.5. In every Cup event, only wet-weather tyres that have been registered and issued to the drivers by the event promoter as new and unused tyres shall be permitted for use.

9.6. Marked new slick and wet tyres may be used in the following Cup events, provided that they have not been previously used.

9.7. Tyres may not be transferred to another participant during the event.

10. FUEL AND LUBRICANTS

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

10.2. Only CIK-FIA homologated lubricants for the fuel mixture are 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, tyres distribution and the scrutineering will be published in the Supplementary Regulations. All the licenses and ASN authorizations 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 Classes Micro and Mini cylinder head will not be marked.

12. INSTRUCTIONS FOR THE COMPETITORS AND DRIVERS

12.1. Place of the Official Notice Board will be published in the Supplementary Regulations.

12.2. The weights given in the technical regulations of the competition classes are absolute minimum, and it 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).

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

12.4. Rear bumper control:

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

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

13. DRIVERS BRIEFING

13.1. 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.

14. GENERAL SAFETY

14.1. According to FIA KARTING General Prescriptions article 2.14

15. RUNNING THE COMPETITION

At every competition there will be held:

15.1. 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 free practice:

15.2. 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 sets 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 of 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.

15.3. The maximum duration of Heats, Superheats, and Finals is determined by the drivers' age group and, consequently, the category in which they compete, as outlined in the table below:

Category	Heat +1 Lap	Superheat +1 Lap	Final +1 Lap
Micro	8 min	10 min	12 min
Mini	10 min	12 min	14 min
OK-N Junior	10 min	12 min	16 min
OK-N	10 min	12 min	18 min
KZ2	10 min	12 min	18 min
KZ2 Masters	10 min	12 min	14 min

Any deviations from the session durations specified above shall be published in the Supplementary Regulations.

15.4. Heat 1 and Heat 2

For 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 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.

15.5. 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 based on the Intermediate Classification of the Heats.

15.6. 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 will be shown the blue and red flag (double diagonal) with his number.

He shall compulsorily go to the scales in the Parc Fermé and will be classified according to the number of laps that he has completed.

16. STARTING GRID

16.1. According to FIA KARTING General Prescriptions article 2.19.

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

16.3. Official results of the Heats, Intermediate Results and starting orders for the Super Heats will be published after the Heats.

16.4. Official results of the Super Heats, Final Intermediate Results and starting orders for the Finals will be published after the Super Heats.

16.5. Only drivers ranked in the official results have the right to start in the Heats, Super Heats and in the Finals.

16.6. 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.

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

17. STARTING PROCEDURE

17.1. According to FIA KARTING General Prescriptions article 2.20.

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

17.3. In the competition classes KZ2 and KZ2 Masters the standing start will be given.

17.4. 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.

17.5. Infringements of the starting procedure will be penalized.

18. SUSPENDING PRACTICE OR RACE

18.1. According to FIA KARTING General Prescriptions article 2.21.

19. RESUMING A RACE

19.1. According to FIA KARTING General Prescriptions article 2.22.

20. FINISH

20.1. According to FIA KARTING General Prescriptions article 2.23.

21. PARC FERME

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

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

21.3. The Parc Fermé should be large and protected enough to ensure that no unauthorized person may have access to it.

21.4. It is forbidden to remove the karting from the Parc Fermé area without the marshal permission.

22. INCIDENTS

22.1. According to FIA KARTING General Prescriptions article 2.24.

23. CLASSIFICATIONS

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

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

23.3. If the race is suspended and not resumed, points will be awarded according to FIA KARTING General Prescriptions article 2.21.

23.4. Classifications:

23.4.1. The classification of a Baltic Cup will be established as follows: two best out of three Intermediate results, Final Intermediate results and Final results will count.

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

23.4.3. The title of the Baltic Cup will be awarded to the Driver who has scored the greatest number of points.

23.4.4. At each Competition, for the intermediate classification (established after the Heats), points will be awarded to the top 15 classified Drivers, according to the following scale:

25, 22, 19, 17, 15, 13, 11, 9, 7, 6, 5, 4, 3, 2, 1.

23.4.5. At each Competition, for the final intermediate classification (established after the Super Heat, there will be an awarding of points to the top 15 classified Drivers, according to the following scale: 25, 22, 19, 17, 15, 13, 11, 9, 7, 6, 5, 4, 3, 2, 1.

23.4.6. At each Competition, for the Final, 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.

23.4.7. The Driver who achieves the fastest Lap in the Final will be awarded 1 additional Baltic Cup point.

23.4.8. Points if a Race has been Suspended:

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

23.5. Country Cup:

23.5.1. A Country Cup title will be awarded by adding together the points of the following Baltic Cup: Micro, Mini, OK-N Junior, OK-N, KZ2 and KZ2 Masters.

23.5.2. The title will be awarded to the country (state) that has scored the highest number of points, taking into consideration the points obtained by the two highest-classified Drivers from each category, entered under the license of that country in each Competition of the above-mentioned Baltic Cup.

23.6 Dead heats between Drivers:

If two or more Drivers finish the season with the same number of points, the highest place in the Baltic 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 place 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.

24. PRIZE-GIVING

24.1. Three best drivers in each Baltic Karting Cup class will be awarded by the event Organizer. Organizers and sponsors have the right to display special prizes.

24.2. 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 Organizer has provided, competitors are obliged to wear caps or other such symbols on the podium for advertising purposes.

25. PROTESTS AND APPEALS

25.1. The right to protest lies only with a competitor.

25.2. Protest must be submitted by FIA Code article 13. Protest fee is 500 EUR in all BKC stages.

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

26. PENALTIES

26.1 Penalties shall be applied in accordance with the Supplementary Regulations of the Event and the regulations governing the Competition.

26.2 Smoking at the competition venue is permitted only in areas designated for this purpose in the Supplementary Regulations.

26.3 The competition venue must be quiet no later than 22:00.

26.4 The use of motorcycles, scooters, electric scooters, or any other motorized vehicles is prohibited within the event venue, unless expressly authorized.

26.5 Kart engines may be started at the competition venue no earlier than 30 minutes before the first scheduled session and must not be used beyond the end of the first rotation of the morning warm-up or practice sessions.

The Organizer may, by means of the Supplementary Regulations, designate a specific and limited area where engine warm-up is permitted.

26.6 Any breach of the requirements mentioned in this document may result in a penalty, the nature and severity of which shall be determined by the Stewards in accordance with the ISC and may include a reprimand and/or a fine, with the minimum fine defined in the BKC Sporting Regulations.

27. FINES

27.1 A fine may be imposed on any driver, competitor, or assistant who fails to comply with the Sporting Regulations, Supplementary Regulations, or the instructions and orders of the Officials and Marshals of the event.

27.2 All fines shall be paid by the competitor within the time limit specified in the decision of the Stewards. Fines of up to €100 must be paid immediately.

27.3 The minimum fines that the Stewards may impose for infringements of the relevant regulations are as follows:

27.3.1 Failure to attend the drivers' briefing – €100

27.3.2 Failure to collect tyres according to the timetable – €100

27.3.3 Smoking in a prohibited area – €50

27.3.4 Violation of night-time noise restrictions – €200

27.3.5 Use of motorcycles, motorized scooters, or electric scooters – €150

27.3.6 Starting engines outside the permitted time window – €150

27.3.7 Destruction, loss, or failure to return the transponder within the prescribed time – €650

27.3.8 Unauthorized access to the track by mechanics, team members, or parents – €350

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 100 EUR 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 650 EUR (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:

29.1.1. - 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).

29.1.2. - 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.¹

29.1.3. - 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.

29.1.4. - 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.

29.1.5. - 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.

29.2. MICRO class

The Micro class is based on the CIK-FIA Group 3 category and is subject to the technical exemptions and restrictions listed below:

29.2.1. - TR 10.1 Chassis dimensions

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

For all other parts, the chassis must comply with CIK-FIA Technical Regulation 10.1.1.

29.2.2. - TR 10.7 Wheels

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

¹ It is allowed to shorten the lower front bumper and to shorten the side bumpers, provided that the kart complies with CIK-FIA Technical Regulations and Drawings 2.0.A and 2.1A or 3.0 and 3.1A drawings, depending of the Group the kart is registered in.

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

29.2.3. - TR 10.10 Engine

Engines from the 2020–2022 and 2023-2025 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.

29.2.4. - TR 10.12. Micro Carburetor

Only Dellorto PHBN carburetor and Dellorto make fuel pumps are allowed. The carburetor and fuel pump must fully comply with the technical or homologation card. The fuel pump is homologated with Group 3 carburetor (either 2023-2025 or 2026-2028 period), and any modification is prohibited. The carburetor is not homologated but must comply with Dellorto's technical drawing, and any modification is prohibited. The maximum carburetor intake diameter is 14.0 mm.

29.2.5. - TR 10.13 Micro intake silencer

Only currently homologated (valid homologation) intake silencers are permitted.

29.2.6. - TR 10.14. Micro Ignition System

The entire ignition system must be CIK-FIA homologated, except for the ignition coil. Manufacturer Selettra ignition coil must be used, which must be digital type, non-programmable, with an integrated rpm limiter:

Micro 11,000 rpm maximum

For engines with 2020-2022 and 2023-2025 homologation, all Group 3 homologated ignition systems that have been homologated starting from 2020 are allowed. For engines with 2026-2028 homologation, only 2026-2028 ignitions are allowed.

Otherwise, the ignition system must comply with CIK-FIA TR 10.14

29.2.7. - TR 10.16. Micro Transmission

Micro The clutch basket sprocket may have either 10 or 11 teeth.

Micro The rear sprocket may have a minimum size of 63 teeth.

Otherwise, the transmission must comply with CIK-FIA TR 10.16.

29.3. MINI class

29.3.1. - TR 10.1 Chassis dimensions

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

For all other parts, the chassis must comply with CIK-FIA Technical Regulation 10.1.1.

29.3.2. - 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.

29.3.3. - TR 10.10 Engine

Engines from the 2020–2022 and 2023-2025 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.

29.3.4. - TR 10.12. Mini Carburetor

Only carburetors from 2023-2025 homologation period are allowed. The carburetor and fuel pump must fully comply with the homologation card.

Starting from 01.01.2027 only homologated (valid) carburetors are allowed.

29.3.5. - TR 10.14 Ignition system

It must be of the digital type, non-programmable, with an integrated rev limiter:

Mini 14'000 rpm maximum

For engines homologated in the 2020–2022 and 2023–2025 periods, all Group 3 homologated ignition systems homologated from 2020 onwards are permitted.

For engines homologated in the 2026–2028 period, only ignition systems homologated for the 2026–2028 period is permitted, with the exception that an ignition coil homologated from previous homologation periods may be used.

Otherwise, the ignition system must comply with CIK-FIA Technical Regulation 10.14.

Starting from 01.01.2027 only homologated (valid) ignition systems are allowed.

29.3.6. TR 10.16. Mini Transmission

The clutch basket sprocket may have either 10 or 11 teeth.

The rear axle sprocket is free.

Otherwise, the transmission must comply with CIK-FIA TR 10.16.

Starting from 01.01.2027 only the rear sprocket will be limited to 75 teeth minimum.

29.4 OK-N Junior class

The OK-N Junior must always comply with the CIK-FIA Group 2 regulations, except:

29.4.1. - TR 9.1 Chassis dimensions

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

For all other parts, the chassis must comply with CIK-FIA Technical Regulation 9.1.1.

29.4.2. – TR 9.11 OK engines

Engines used in the OK-N Junior category at Baltic Karting Cup events are regulated by BKC Sporting regulations Article 8. ELIGIBLE KARTS AND EQUIPMENT

29.4.3. – TR 9.12.3 OK-N carburettors

Only homologated (valid) butterfly carburettor is allowed in the series, regulated by BKC Sporting regulations Article 8. ELIGIBLE KARTS AND EQUIPMENT

29.5 OK-N class

The OK-N must always comply with the CIK-FIA Group 2 regulations, except:

29.5.1. - TR 9.1 Chassis dimensions

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

For all other parts, the chassis must comply with CIK-FIA Technical Regulation 9.1.1.

29.5.2. – TR 9.11 OK engines

Engines used in the OK-N category at Baltic Karting Cup events are regulated by BKC Sporting regulations Article 8. ELIGIBLE KARTS AND EQUIPMENT

29.5.3. – TR 9.12.3 OK-N carburetors

Only homologated (valid) butterfly carburetor is allowed in the series, regulated by BKC Sporting regulations Article 8. ELIGIBLE KARTS AND EQUIPMENT

29.6 KZ2 and KZ2 Masters classes

29.6.1. - TR 9.1 Chassis dimensions

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

For all other parts, the chassis must comply with CIK-FIA Technical Regulation 9.1.1.

29.6.2. - TR 9.9 Minimum Weight

The minimum permitted weight, including the driver and equipment, is:
KZ2 Masters: 185.0 kg (minimum)

29.6.3. - 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.

29.6.4. - 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.

29.6.5. - KZ2 Carburetor - Dell'Orto VSHH 30 mm carburetor is mandatory in the KZ2 class.