



2022 FIA Motorsport Games
Karting Sprint Cups
Sporting Regulations

v. 09/05/2022

The FIA is organizing the FIA Karting Sprint Cups (“the Sprint”) as part of the 2022 FIA Motorsport Games, which will take place at the Paul Ricard Circuit in Le Castellet (FRA) from 29th October to 31st October 2022.

The FIA Karting Sprint title will be awarded to the winning nation of the Competition. All parties concerned (FIA, ASNs, Organizers, Promoters, Entrants and circuits) undertake to apply and observe the rules governing the Competition.

REGULATIONS

- 1) The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.

GENERAL UNDERTAKINGS

- 2) All Drivers, Entrants and Officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the International Sporting Code («the Code»), the Code of Driving Conduct on Karting Circuits, the Karting Technical Regulations («the Technical Regulations») the General Prescriptions applicable to the FIA Karting international Competitions and Championships, Cups and Trophies («the General Prescriptions»), the Specific Prescriptions applicable to the FIA Karting Championships, Cups and Trophies («the Specific Prescriptions»), the Supplementary Regulations of the Competition concerned and these Sporting Regulations.
- 3) Only the FIA is entitled to grant waivers to these Sporting Regulations.

PRINCIPLE AND RUNNING

- 4) The Sprint is run over one single Competition.

For any track activity, the circuit will be closed for all competition karts and Drivers from Monday of the week preceding the FIA Karting Competition until Friday of the week in which the FIA Karting Competition takes place.
- 5) The Competition will have the status of restricted international Competition.
- 6) The Competition will comprise a final phase named «Final» in accordance with the number of participants in the Competition. The distance of the Final, from the starting signal to the chequered flag, will be equal to the minimum number of full laps necessary for reaching the respective distances of 25 km for the Junior Category, and 30 km for the Senior Category. The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the lap during which that distance is reached. The Line consists in a single line across the track.

CLASSIFICATIONS

- 7) Article 19 of the Specific Prescriptions.

ENTRANTS' APPLICATIONS

- 8)** Applicants must hold valid Entrants' International Licenses and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA.
- 9)** The Entrant must be the father, the mother or the legal guardian of the Driver, should the driver be under the legal age of 18
- 10)** Applications to participate in the Sprint must be submitted to the FIA by the 25th of September, 2022 by means of the entry form available from the ASNs and must be accompanied by copies of the licenses and by the entry fees to the order of the FIA. Successful applicants are automatically admitted to the Sprint Competition.

In case of more applications to participate than available seats (30 per category), complete dossiers with payment will be accepted as a priority.

No change of Entrant shall be allowed after the entry list has been made official.

- 11)** All applications will be studied by the CIK-FIA, which will publish the list of karts and Drivers accepted, with their racing numbers, at the latest 15 days after the closing date for entries.
- 12)** Applications shall include:
 - a) confirmation that the applicant has read and understood the Code, the General Prescriptions, the Specific Regulations, the Appendices, the Technical Regulations and the Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Competition, to respect them;
 - b) the names, contact details, and picture of the Driver (passport format) as well as a copy of his license;
- 13)** The number of entries in the Sprint will be limited to 30 per Category.

ELIGIBLE DRIVERS

- 14)** For the Junior Sprint Competition: Drivers who are at least 12 years old (or who reach their 12th birthday during the year) and 14 years old as a maximum (not reaching their 15th birthday before 31 December of the year concerned).
- 15)** For the Senior Sprint Competition: Drivers who are at least 15 years old (or who reach their 15th birthday during the year) and 18 years old as a maximum (not reaching their 19th birthday before 31 December of the year concerned)

A Driver who has been classified among the top 15 in a previous FIA Karting Championship of the Junior & Senior category will not be accepted.

- 16)** The drivers must hold the Passport of the country they are representing and have been selected by the ASN of that country. - one Driver per ASN.

The acceptance of the candidatures will be established by priority order on the basis of the following criteria:

- a) ASNs having entered the most Competitions on the international sporting calendar and/or zone calendar during the previous season;
- b) ASNs which do not organize international or zone Competition but have had the largest representation of their license holding Drivers in FIA Karting Championships of the previous season;
- c) Other ASNs meeting neither criterion «a», nor criterion «b» above but which have informed the FIA of their intention to select a Driver for the Sprint;

Should the FIA receive more candidatures than available seats, a reserve list will be established. Drivers who have presented a complete dossier and settled the entry fee as well as the deposit will be taken into consideration according to the order of receipt at the FIA secretariat.

The mode of selection of Drivers by ASNs comes within the sole remit of the latter. ASNs have to communicate the name of their selected Driver(s) to the FIA before the 25th of September 2022.

- 17)** Drivers holding a Grade G (for the OK/J Class) & Grade F & E (for the OK Class) International Karting License (issued by their ASN affiliated to the FIA, in compliance with Article 3.4 of the International Karting Licenses for Drivers & Driving Conduct).

ELIGIBLE KARTS AND EQUIPMENT

- 18)** For the Junior Sprint Competition: The Competition is reserved for OK-Junior karts, as defined by the CIK-FIA Technical Regulations, with the following specific characteristics for the engine:
 - Membrane-type carburetor without electronic connections, which must remain strictly original, supplied sealed and with pre-settings for the High and Low mixture screws by the single-supplier of engines. Adjustments to the set High and Low mixture screws settings will not be allowed.
 - A single-supplier of karts, chosen further to a tender procedure, has been designated for the supply of all the karts used in the Sprint, according to a «turnkey» principle to be applied throughout the Sprint.

The kart unit comprising all the elements delivered by the single Supplier cannot undergo any modifications whatsoever (except for the third rear axle bearing, which can be freed or totally dismantled) and must be used as supplied. The chassis elements can be set up only by using the basic mechanical settings. The transmission ratio (rear crown) must be the one indicated by the kart Supplier, with a tolerance of + or -1 cog.

The FIA reminds that each participant is liable for any damage caused to the vehicles that have been entrusted to him or her, regardless of the participant's responsibility, most notably in the following cases: going off track, driving over abrasive portions, hitting cones, contact, collision, etc.

- 19)** For the Senior Sprint Competition: The Competition is reserved for OK karts, as defined by the CIK-FIA Technical Regulations, with the following specific characteristics for the engine:

- Membrane-type carburetor without electronic connections, which must remain strictly original, supplied sealed and with pre-settings for the High and Low mixture screws by the single-supplier of engines. Adjustments to the set High and Low mixture screws settings will not be allowed.
- A single-supplier of karts, chosen further to a tender procedure, has been designated for the supply of all the karts used in the Sprint, according to a «turnkey» principle to be applied throughout the Sprint.

The kart unit comprising all the elements delivered by the single-Supplier cannot undergo any modifications whatsoever (except for the third rear axle bearing, which can be freed or totally dismantled) and must be used as supplied. The chassis elements can be set up only by using the basic mechanical settings. The transmission ratio (rear crown) must be the one indicated by the kart Supplier, with a tolerance of + or -1 cog.

The FIA reminds that each participant is liable for any damage caused to the vehicles that have been entrusted to him or her, regardless of the participant's responsibility, most notably in the following cases: going off track, driving over abrasive portions, hitting cones, contact, collision, etc.

Driver Equipment

Candidates are free to use their personal equipment as long as the minimal requirements below are respected:

- * A pair of gloves covering the hands completely.
- * Fabric overalls must have a “Level 2” homologation granted by the CIK-FIA bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms included.
- * Helmet

For Drivers under 15 years old:

- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016),
- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007),

For Drivers over 15 years old:

- Snell Foundation K2010, K2015, K2020, SA2010, SAH 2010 and SA 2015,
- FIA 8859-2015, FIA 8860-2004, FIA 8860-2010, FIA 8860-2018 and FIA 8860-2018-ABP
- SFI Foundation Inc., Spec. SFI 31.1A and 31.2A,
- Snell-FIA CM (Snell-FIA CMS2016 and Snell-FIA CMR2016),
- Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007).

Please note long hair must be contained entirely in the helmet.

- * A pair of shoes, ideally covering the ankles.

* *Note:* As from 1 January 2021, the use of karting body protection according to FIA Standard 8870-2018 will only be mandatory for all drivers at FIA Karting Championship, Cup and Trophy events.

20) Each Driver will be entitled to submit to Scrutineering the following equipment:

- Number of chassis: 1 (the one allocated to him/her by drawing lots for the Sprint).
- Number of engines: 1 (the one allocated to him by drawing lots for the Sprint).
- Sets of «slick» tyres: 1, of the prescribed make for the Sprint

The kart must be presented in full configuration (assembled chassis + bodywork + extra components) with the engine.

As from the Free Practice, each Driver may have the following equipment:

- Number of chassis: 1 (the one marked at Scrutineering)
- Number of engines: 1 (the one marked at Scrutineering)
- Sets of «slick» & «wet weather» tyres: * (maximum number of tyres)

* MAXIMUM NUMBER OF SLICK & WET WEATHER TYRES

a) Reserved for use in Free Practice and Warm-ups:

- 1 set of new «slick» tyres; 2 sets of new «wet weather» tyres

b) Reserved for use from Qualifying Practice until the Final:

- 1 set of new «slick» tyres; 2 sets of new «wet weather» tyres

c) Distribution:

Tyres will be distributed and allocated by random draw in the Servicing Park. The bar codes corresponding to each Driver will be reproduced on the Technical Passport of the Driver concerned

d) Stocking:

Tyres will be stocked under the responsibility of the Entrant/Driver.

As soon as tyres are under the responsibility of the Entrant/Driver, they will not be taken back by the tyre supplier.

e) Change:

In case a «slick» tyre is punctured during Qualifying Practice & Qualifying Heats, a Driver will be allowed to use a spare tyre (one of the «slick» tyres used during Free Practice) and have it registered under the supervision of the Technical Delegate, following the approval of the Technical Delegate through a report made by the selected Single Tyre Supplier.

- 21) Any chassis for which damage is observed during a Competition must be reported by the supplier to the Technical Delegate, who will be the only Official entitled to allow or refuse the replacement of the damaged chassis by a chassis that was not registered at Scrutineering and that will be taken from among chassis of the make concerned initially marked by the FIA.
- 22) On decision of the Stewards, the Scrutineers will be authorized at any time of the Competition to interchange Entrants' equipment (chassis, engine, carburetor, ignition, inlet silencer, axle, accessories) with another Entrant's equipment or with equivalent substitution equipment taken, by drawing lots, from the stock of the Supplier concerned.
- 23) The measuring device MiniRAE Lite of the company «RAE Systems Inc. (USA)» will be used in Qualifying Practice, Qualifying Heats and Final Phase to check that the tyres are in conformity with the regulations.

The VOC measurement of the tyres may not exceed 15 ppm (maximum limiting value) under any circumstances.

Note: Pollution of the tyres, e.g. by chain spray, must be avoided since this can result in the limiting value being exceeded.

Should the check establish that one or more tyres are not in conformity with the regulations, the relevant Driver will not be allowed access to the "Start Servicing Park" and to the "Pre-Grid": consequently no participation in the corresponding part of the competition (Qualifying Practice, Qualifying Heats and Final). Protests against this procedure are not admitted. Protests and Appeals in this regard do not have a suspensive effect.

FUEL & FUEL/OIL MIXTURE

- 24) Only the fuel of the selected Single Supplier is allowed to be used during the entirety of the Competition.
- 25) The percentage of Fuel / Oil Mixture for both the Junior and Senior categories will be dictated by the selected Single Supplier of Engines, and must be respected at all times.
- 26) Fuel Distribution: The Competitor will be able to purchase Fuel Vouchers directly from the Fuel Supplier, and claim the premixed fuel in the purchased quantity directly from the Single Supplier of Fuel, which will have a dedicated distribution point on the site of the Competition.

- 26)** Fuel Parc Ferme: The premixed fuel is to be stored in a dedicated “Fuel Parc”, identified within the “Start Servicing Park” permitter. The fuel drum/ container present within this “Fuel Parc” will be property of the Competitors and attributed by means of marking by the FIA Technical Delegate. The fuel is to be accessible only when within the “Start Servicing Park”. Competitors are to bring their assembled kart to the “Start Servicing Park”, with an empty fuel tank and fuel hose. Upon entry within the “Start Servicing Park”, Competitors will be allowed to fill up their fuel tank with the wished amount of fuel for any given Session from their purchased premixed fuel present in the “Fuel Parc”. Only the fuel drum/container purchased and allocated to the Competitor will be allowed to be used at any time. Upon return from a Session, Competitors will need to empty the remaining fuel present within their fuel tank into their fuel drum, and leave Parc Ferme with an empty fuel tank.

GENERAL SAFETY

- 27)** Article 2.14 of the General Prescriptions.

RUNNING OF THE COMPETITION

- 28)** Each Competition will comprise Free Practice, Qualifying Practice, Qualifying Heats and a final phase.
- a) Free Practice: Article 18 A of the CIK-FIA Specific Prescriptions.
 - b) Qualifying Practice: Article 18 B of the CIK-FIA Specific Prescriptions.
 - c) Qualifying Heats: Article 18 C of the CIK-FIA Specific Prescriptions.
 - d) Final phase: Article 18 E of the CIK-FIA Specific Prescriptions.
 - e) Classifications: Article 19 Case A of the Specific Prescriptions.

STARTING GRIDS

- 29)** Article 2.19 of the CIK-FIA General Prescriptions.

STARTING PROCEDURE

- 30)** Article 2.20 of the CIK-FIA General Prescriptions.
- 31)** Type of starts: rolling starts for direct-drive karts with or without a clutch, as defined in Article 2.20 of the CIK-FIA General Prescriptions.
- 32)** The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards’ decisions may supersede those taken by Judges of Fact. Any infringement of the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the disqualification of the Driver concerned from the Competition.

SUSPENDING A RACE

- 33)** Article 2.21 of the CIK-FIA General Prescriptions.

RESUMING A RACE

- 34) Article 2.22 of the CIK-FIA General Prescriptions.

FINISH

- 35) Article 2.23 of the CIK-FIA General Prescriptions.

PARC FERMÉ

- 36) Article 2.13 of the CIK-FIA General Prescriptions.

INCIDENTS

- 37) Article 2.24 of the CIK-FIA General Prescriptions.

ENTRIES

- 38) Entry fees must be paid by the Entrant and the entry form completed on the Official FIA Motorsports' Games Entries platform

The FIA must have received entry fees through the dedicated FIA Motorsport Games platform, available on FIA.com, at the latest on the closing date of entries, set at 25th of September, 2022.

The entry fee, which will include the entry fee to the Competition, the full turn-key kart package, fuel & tires per Driver for the Sprint (OK-Junior & OK Senior) is **5,200 EUR**.

FIA MOTOR SPORT GAMES

- 39) The FIA MOTORSPORTS GAMES: Karting Sprint Jr & Karting Sprint Sr Cup will contribute one Gold, one Silver and one Bronze medal towards the overall FIA Motorsport Games medal table.

The award for the FIA Motorsport Games will be presented to the ASN who places first in the medal table across all disciplines of the FIA Motorsport Games . Each discipline taking part will be able to award one Gold, one Silver and one Bronze towards the overall table.

The ASN with the most Gold medals will be the winner. Should multiple ASNs have the same amount of Gold medals, the ASN with more Silver medals will be classified ahead. Should multiple ASNs have the same amount of Gold and Silver medals, the ASN with more Bronze medals will be classified ahead. At this stage, if there are still ASNs tied on Medals, the number of 4th, 5th, 6th (and so on) positions in the Final Classifications of each category will be taken into account in order to determine the rankings of the medal tables.

Following this, if ASNs can still not be divided by their results, they will be classified in equal position and any prize shall be shared.