



FIA MOTORSPORT GAMES 2024 KARTING SPRINT COMPETITIONS SPORTING REGULATIONS

FEDERATION INTERNATIONALE DE L'AUTOMOBILE | Geneva, Switzerland





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1. Introduction

The FIA is organizing the FIA Karting Sprint Sr, Karting Sprint Jr and Karting Mini competitions («the Karting competitions») as part of the 2024 FIA Motorsport Games, which will take place at the Aspar Circuit - TBC (ESP) from 23rd to 27th October 2024.

The FIA Karting competitions title will be awarded to the winning nation of the Competition. All parties concerned (FIA, ASNs, Organizers, Promoters, Competitors, Drivers, suppliers and circuit) undertake to apply and observe the rules governing the Competition.

Under the present Sporting Regulations, terms referring to natural persons are applicable to both genders.

2. Regulations

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.

3. General Undertakings

- 3.1. All Drivers, Competitors and Officials participating in the Karting competitions 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 Karting competitions concerned, the FIA Motorsport Games 2024 Event Regulations and these Sporting Regulations.
- 3.2. Only the FIA is entitled to grant waivers to these Sporting Regulations.

4. Principle and Running

- 4.1. The Karting competitions are run over one single Competition.
- 4.2. For any track activity, the circuit will be closed for all karts and Drivers from Monday of the week preceding the Karting competitions until Friday of the week in which the Karting competitions take place.
- 4.3. The Karting competitions will have the status of restricted international Competitions for both the Junior and Senior Categories, and restricted National Competition entered on the RFEDA National Sporting Calendar as a National Competition with authorized foreign participation for the Mini Category.
- 4.4. The Competition will comprise a final phase named «Final» in accordance with the number of participants in the Karting competitions. 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 15 km for the Mini Category, 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 finish 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.

5. Classification

Article 19 of the Specific Prescriptions.

6. Competitors' Applications

- 6.1. Applicants in the Junior and Senior Categories must hold valid Competitors' International Licenses and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA; applicants in the Mini Category must hold valid Competitors' National Licenses and the necessary authorizations (visas) issued by their ASNs affiliated to the FIA.
- 6.2. The Competitor must be the father, the mother or the legal guardian of the Driver, should the Driver be under the legal age of 18.
- 6.3. Entries will open on 04/03/2024 on the dedicated Registration platform. Applications to participate in the Karting competitions must be submitted to the FIA by the 23/09/2024 through the registration page.
- 6.4. A Driver's profile can be created using the following link: <https://motorsportgames-registration.fia.com/account-creation/driver>. Applicants need to inform their respective ASN about their interest in participating before the submission of the entry. Further information on the process is described in the FIA Motorsport Games 2024 Event Regulations. Successful applicants are automatically admitted to the Karting competitions.
- 6.5. In case of more applications to participate than available seats (36 for Junior & Senior, 44 for Mini), complete dossiers with payment will be accepted as a priority.
- 6.6. No change of Competitor shall be allowed after the entry list has been made official.
- 6.7. All applications will be studied by the FIA, which will publish the list of Drivers accepted, with their competition numbers, at the latest 15 days after the closing date for entries.
- 6.8. 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, the FIA Motorsport Games Event Regulations and the Sporting Regulations and agrees, on his own behalf and on behalf of everyone associated with his participation in the Karting competitions, to respect them;
 - b) the names, contact details, and picture of the Driver (passport format) as well as a copy of his license and his passport.
- 6.9. The number of entries will be limited to 36 for the Junior and Senior Categories and 44 for the Mini Category.



7. Eligible Drivers

- 7.1. For the Mini Category: Drivers who are at least 9 years old (or who reach their 9th birthday during the year) and 11 years old as a maximum (not reaching their 12th birthday before 31 December of the year concerned).
- 7.2. For the Junior Category: 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).
- 7.3. For the Senior Category: Drivers who are at least 15 years old (or who reach their 15th birthday during the year).
- 7.4. 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 applications will be established by priority order on the basis of a first come – first served basis.

Should the FIA receive more applications 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 23/09/2024.

- 7.5. For the Mini Category: Drivers must hold a National Mini License issued by their ASN affiliated to the FIA.
- 7.6. For the Junior Category: Drivers must hold a Grade G International Karting License (issued by their ASN affiliated to the FIA, in compliance with Article 3.4.1 of the International Karting Licenses for Drivers & Driving Conduct).
- 7.7. For the Senior Category: Drivers must hold a Grade F or Grade E International Karting License (issued by their ASN affiliated to the FIA, in compliance with Articles 3.4.2 and 3.4.3 of the International Karting Licenses for Drivers & Driving Conduct).

8. Eligible Karts and Equipment

8.1. Eligible Karts

8.1.1. For the Mini Category

The Competition is reserved for Mini XS Group 3 karts, as defined by the CIK-FIA Technical Regulations, with the following specific characteristics:

A single supplier of karts, chosen further to a tender procedure, has been designated for the supply of all the karts used in the Mini Category, according to a «turnkey» principle to be applied throughout the Karting competitions.



The kart unit comprising all the elements delivered by the single supplier cannot undergo any modifications whatsoever 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 float-chamber type carburetor will be supplied sealed together with the engine, with pre-settings for all carburetor jets and slide needle position that cannot be changed in any way.

Each participant is liable for any damage caused to the kart that has been entrusted to him, regardless of the participant's responsibility, most notably in the following cases: going off track, driving over abrasive portions, hitting cones, contact, collision, etc.

8.1.2. For the Junior Category

The Competition is reserved for OK-N Junior karts, as defined by the CIK-FIA Technical Regulations, with the following specific characteristics:

- I. A single supplier of karts, chosen further to a tender procedure, has been designated for the supply of all the karts used in the Junior Category, according to a «turnkey» principle to be applied throughout the Karting competitions.
- II. 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 membrane-type carburetor will be supplied sealed together with the engine, with pre-settings for the High and Low mixture screws, which are to be used as baseline settings. Drivers will be allowed to adjust the screws and remain responsible for any damage caused to the engine due to any deviation from the provided baseline carburation settings provided by the selected engine supplier.
- III. Each participant is liable for any damage caused to the kart that has been entrusted to him, regardless of the participant's responsibility, most notably in the following cases: going off track, driving over abrasive portions, hitting cones, contact, collision, etc.

8.1.3. For the Senior Category

The Competition is reserved for OK-N karts, as defined by the CIK-FIA Technical Regulations, with the following specific characteristics:

- I. A single supplier of karts, chosen further to a tender procedure, has been designated for the supply of all the karts used in the Senior Category, according to a «turnkey» principle to be applied throughout the Karting competitions.
- II. 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 membrane-type carburetor will be supplied sealed together with the engine, with pre-settings for the High and Low mixture screws, which are to be used as baseline settings. Drivers will be allowed to adjust the screws and remain responsible for any damage caused to the engine due to any deviation from the provided baseline carburation settings provided by the selected engine supplier.

- III. Each participant is liable for any damage caused to the kart that has been entrusted to him, regardless of the participant's responsibility, most notably in the following cases: going off track, driving over abrasive portions, hitting cones, contact, collision, etc.

8.2. 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.

8.2.1. Helmet

Helmets must comply with the following prescriptions:

- Snell-Foundation K2015, K2020, SA2015 and SA2020
- FIA 8859-2015, FIA 8860-2010, FIA 8860-2018 and FIA 8860-2018-ABP

8.2.2. Mandatory 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)

Helmets that meet the Snell-FIA CM/CMH standards may continue to be used by Drivers after 15 years of age without limitation.

See Appendix “RECOGNISED STANDARDS FOR HELMETS IN KARTING” for markings.

Helmets must have an efficient and unbreakable visor for the eye opening.

Visors must feature the logo of the manufacturer and the production date.

Any modification to the above list is published in a CIK-FIA bulletin.

In accordance with Appendix L to the Code (Chapter III, Article 1.4), the addition of any device to a helmet, aerodynamic or otherwise, is allowed if it was homologated with the helmet concerned.

For helmets with 8858-2010 Helmet M6 anchorages (HANS attachment points) it is not allowed to use the M6 anchorages in karting for safety reasons. Long hair must be contained entirely in the helmet.

- A pair of shoes covering the feet and protecting the ankles.



- Karting Body Protection homologated by the FIA according to the FIA Standard 8870-2018.
* Note: Since 1st January 2021, the use of Karting Body Protection («the KBP») according to FIA Standard 8870-2018 is mandatory for all Drivers at FIA Karting Championship, Cup and Trophy events. For the 2024 FIA Motorsport Games, the KBP will be mandatory for the Junior and Senior Categories.
- Pit to Kart radio communication is not allowed.

8.2.3. Each Driver will be entitled to submit to Scrutineering the following equipment:

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

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).

8.3. Maximum Number of Slick & Wet Weather Tyres

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

- For the Junior & Senior Categories: 1 set of new «slick» tyres; 2 sets of new «wet weather» tyres.
- For the Mini Category: 1 set of new «slick» tyres; 1 set of new «wet weather» tyres.

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

- For the Junior & Senior Categories: 1 set of new «slick» tyres; 2 sets of new «wet weather» tyres.
- For the Mini Category: 1 set of new «slick» tyres; 1 set 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 Competitor/Driver.
- As soon as tyres are under the responsibility of the Competitor/Driver, they will not be taken back by the tyre supplier.



e) Change:

In case a «slick» tyre is punctured during Qualifying Practice or a Qualifying Heat, 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 tyre single supplier.

- 8.4. Any chassis for which damage is observed during the Karting competitions 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.
- 8.5. On decision of the Stewards, the Scrutineers will be authorized at any time of the Karting competitions to interchange Competitors' equipment (chassis, engine, carburetor, ignition, inlet silencer, axle, accessories) with another Competitor's equipment or with equivalent substitution equipment taken, by drawing lots, from the stock of the supplier concerned.
- 8.6. 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. Appeals in this regard do not have a suspensive effect.

9. Fuel & Fuel/Oil Mixture

- 9.1. Only the fuel of the selected single supplier is allowed to be used during the entirety of the Karting competitions.
- 9.2. The percentage of Fuel / Oil Mixture for all Categories will be dictated by the selected single supplier(s) of engines and must be respected at all times.
- 9.3. Fuel Distribution: The pre-mixed fuel will be available for distribution at a designated location within the paddock to be determined within Supplementary Regulations, throughout the duration of the Karting competitions. Competitors are to bring their fuel tank and/or full kart to the awning, to refuel.



10. General Safety

Article 2.14 of the General Prescriptions.

11. Running of the Karting Competition

Each Karting 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:
 - I. For the Junior & Senior Categories: Article 18 C of the CIK-FIA Specific Prescriptions.
 - II. For the Mini Category: All provisions of Article 18 C of the CIK – FIA Specific Prescriptions apply, with a Qualifying Heat distance of 10 km.
- d) Final phase: For the Junior & Senior Categories: Article 18 E of the CIK-FIA Specific Prescriptions.

For the Mini Category: 22 Drivers will take part in it, covering a distance of 15 km. Starting positions will be determined according to the Final Intermediate Classification established after the Qualifying Heats. 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 actually completed.

All remaining Drivers from the 23rd position until the last qualified within the Final Intermediate Classification established after the Qualifying Heats will take part to a “Consolation Race”, covering a distance of 12 km. Starting positions will be determined according to the Final Intermediate Classification established after the Qualifying Heats. During the Consolation Race, 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 actually completed.

- e) Classifications: Article 19 Case A of the Specific Prescriptions.

12. Starting Grids

Article 2.19 of the CIK-FIA General Prescriptions.

13. Starting Procedure

13.1. Article 2.20 of the CIK-FIA General Prescriptions.



13.2. 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.

13.3. 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.

14. Suspending a Race

Article 2.21 of the CIK-FIA General Prescriptions.

15. Resuming a Race

Article 2.22 of the CIK-FIA General Prescriptions.

16. Finish

Article 2.23 of the CIK-FIA General Prescriptions.

17. Parc Fermé

Article 2.13 of the CIK-FIA General Prescriptions.

18. Incidents

Article 2.24 of the CIK-FIA General Prescriptions.

19. Entries

Participation fees must be paid by the Competitor and the entry form completed on the Official FIA Motorsports' Games Entries platform.

The FIA must have received the participation fees through the dedicated FIA Motorsport Games platform at the latest on the closing date of entries, set at 23/09/2024.

The participation fee, which will include the entry fee to the Karting competition, the full turn-key kart package, fuel, tires and paddock awning per Driver for the Karting competitions (Mini, Junior & Senior) is:

- €4990 in Karting Sprint Jr and Karting Sprint Sr,
- €3400 in Karting Mini.



20. FIA Motorsport Games

The FIA Karting competitions will each contribute one Gold, one Silver and one Bronze medal towards the overall FIA Motorsport Games medal table.

For Awards, Trophies, Podium ceremonies and Prize Giving, Competitors must refer to the FIA Motorsport Games 2024 Event Regulations.