

2023 NATIONAL SPORTS YEARBOOK KARTING SECTOR REGULATIONS

**2023 ROAD TO THE OKN WORLD CUP
Franciacorta Karting Track (BS – Italy) 05/08 October 2023**

SPORTING AND TECHNICAL REGULATIONS

ART. 1 - ORGANIZZAZIONE

The Automobile Club of Italy (ACI) announces the 2023 ROAD TO THE OKN WORLD CUP 2023, a national invitational race with foreign participation, reserved for the OK-N and OK-N Junior categories.

The organization of the test is entrusted to Franciacorta Karting Track Srl., Località Bargnana Snc 25030 Castrezzato (BS), holder of the ACI Karting Organizer license No. 491847

The promotion of the Championship is entrusted to ACI Sport S.p.A. based in Rome in via Solferino, 32 – tel. 06.44341291.

The competitors of the OK – N and OK – N Junior classes undertake to respect and enforce all the rules and provisions of the National Sporting Regulations, the Karting Sector Regulations and these Sporting and Technical Regulations.

The race is registered in the National Sports Calendar as a competition with authorized foreign participation (ENPEA).

ART. 2 - CLASSES

The following classes are admitted, which must fully in compliance to the 2023 CIK-FIA and ACI Sport Technical Regulations:

- OK- N
- OK-N Junior

ART. 3 – SELECTION CRITERIA

The participation in the "2023 ROAD TO THE OK-N WORLD CUP" is reserved for a maximum of thirty-six (36) drivers for the OK-N category and a maximum of thirty-six (36) drivers for the OK-N Junior category who will come identified according to the criteria listed below.

- ✓ **OK-N:** 12 drivers (the first 12 classified in the Italian ACI Karting Championship) + 9 drivers (the first classified in the Coppa Italia di Zona of each Zone at the date of 10 September 2023) + 5 drivers (the first 5 classified in the WSK Euro Series at the of September 3rd). *

The remaining 10 places will be reserved for CIK-FIA which will be the authority responsible for establishing which ASN these places will be assigned to.

- ✓ **OK-N Junior:** 12 drivers (the first 12 classified in the Italian ACI Karting Championship) + 18 drivers (the first and second classified in the Coppa Italia di Zona of each Zone at the date of 10 September 2023) + 6 drivers (the first 6 classified in the WSK Euro Series at the date of September 3rd). *

* in case a driver is in the ranking of more than one of the aforementioned Championships, the driver who is in the immediately next position in the ranking will be selected until the maximum number of established drivers is reached.

In the event that the same driver appears to be present in more than one ranking of the Championships/Series listed above, the place will be assigned to another driver in the following ways:

- ✓ If a driver classified in the WSK Euro Series is already present in the ranking of the Italian ACI Karting Championship, his place will be left free in the Italian Championship and it will be assigned to another driver immediately following those already entitled in the ranking of the Italian ACI Karting Championship.
- ✓ If a driver selected in the WSK Euro Series were to withdraw, his place will be assigned to another driver immediately following those already entitled in the WSK Euro Series ranking.
- ✓ If a driver entitled to participate in the Italian ACI Karting Championship renounces, his place will be assigned to another driver immediately following those already entitled in the Italian Championship ranking.
- ✓ If a driver selected in each Coppa Italia di Zona were to renounce, his place will be assigned to another driver immediately following those already entitled in the ranking of the same Zone.
- ✓ If a driver selected in the Coppa Italia di Zona is already present in the Italian Championship, his place will be left free and assigned to another driver immediately following those already entitled in the ranking of the Italian ACI Karting Championship.
- ✓ If it is not possible to proceed with the identification of drivers in the Coppa Italia di Zona, due to a

lack of drivers in the ranking, the place will be assigned to the driver immediately following those already entitled in the ranking of the Italian ACI Karting Championship.

Art. 4 – REGISTRATION

Applications for the registration for the "2023 ROAD TO THE OK-N WORLD CUP" must be sent to the Organizer Franciacorta Karting Track within the deadline indicated in the link sent by the Organizer and accompanied by a copy of the bank transfer account of:

✓ **Euro 450.00 (VAT included)**

The registration fee includes free practice on Thursday and the waste disposal fee.

The level of license required for each class is as follows:

Class	Grade of License
OK-N Junior	Nazionale Mini (1) - Nazionale G - Internazionale G
OK-N	Nazionale F - Internazionale F Nazionale E – Internazionale E

(1) From 11 years of age.

Foreign Competitors and Drivers participating in the "2023 ROAD TO THE OK-N WORLD CUP", a race registered in the National Sports Calendar, must be in possession of a National or International Competitor and Driver license and the necessary authorizations issued by their ASNs, affiliated to the FIA.

The authorization must be presented to the Organizer who has the obligation to request it.

The absence of this document, if brought to the attention of ACI or FIA, represents a violation of the articles. 2.3.7.b and 3.9.4.c of the International Sporting Code, and entails the adoption of the foreseen sanctions.

ART. 5 – PRE-RACE CHECKS

5.1 – Engines and chassis

Drivers may have the following material at their disposal:

- Chassis: 1 chassis* compliant with the 2023 CIK-FIA Technical Regulations and the 2023 ACI Sport Technical Regulation (RDSK), whose brand and model must be declared by the Competitors during registration.
- Engines: 1 engine**, compliant with the 2023 CIK-FIA 2023 Technical Regulations and the 2023 ACI Sport Technical (RDSK), whose brand and model must be declared by the Competitors during registration.

The material is identified during the technical checks by the Technical Stewards in the place and time indicated in the Supplementary Regulations of the event.

* Any Chassis for which damage is found during the event must be reported to the Technical Delegate, who will be the only Official authorized to allow or refuse the replacement of the damaged chassis with another one not registered for the Technical Inspections and which must be of the same brand and model initially verified.

** Any engines for which damage is found during the event must be reported to the Technical Delegate, who will be the only Official authorized to allow or refuse the replacement of the damaged engine with another one not registered for the Technical Inspections and who must be of the same brand and model initially verified.

5.1- Pre-Race technical checks

During the pre-race technical checks, the chassis and engine are marked using barcodes provided and attributed by the ACI Sport Technical Delegate to the event.

The delivered barcodes must be applied by the Competitor, under their own responsibility.

The engine is marked with a Barcode, two stickers of 28 mm x 20 mm, to be placed one on the cylinder and the other on the crankcase, as reported in the approval form. The spaces reserved for the Barcodes must be totally clean, without any grease, and milled in accordance with the positions described in the approval forms. On the chassis, the Barcodes must be applied in the front part, on the main frame tube, left side. For the entire duration of the event, these identification codes must be intact and perfectly identified and the Driver must ensure that they remain unchanged. It is forbidden to apply any material or product on the barcodes.

It is the Competitor's responsibility, in all phases of the event (qualifying tests, qualifying heats, warm up, races), that the barcodes are intact and identifiable by the Technical Stewards. A Driver who, for any reason, presents a damaged or illegible Barcode is subject to sanction by the Stewards. The same sanction is applicable for an exchange of material between Drivers. If a marking has undergone an alteration or deformation, the Driver must immediately inform the Technical Delegate(s) or the Technical Scrutineers before leaving the "Park Fermé"

Art. 6 – Tires

The tires are distributed by draw and for payment, during the race, directly by the manufacturer concerned.

Both categories (OK-N and OK-N Junior) will use VEGA "Option" tires mod. XH3 slick / W6 rain

The brand, the type of tires to be fitted, the management and control system are described in the 2023 ACI Sport Technical Regulation (RDSK – Technical Regulations – art. 4.16)

6.1 – Maximum number of tires

For the Official Qualifying Practices, Qualifying Heats, Pre-Final and Final, each Driver can register and use a maximum of nr. 6 "slick" tires and nr. 6 "rain" tires (3 front + 3 rear).

For Free Practice and warm-ups, the use of non-registered tires is permitted.

In the event of rain occurring after the conclusion of the technical checks, the RAIN tires can also be marked from the moment of the WET RACE declaration by the Race Director.

It is understood that the opening and closing times of the pre-grid access will remain unchanged compared to the event timetable.

Drivers who show up at the entrance to the pre-grid after the established times will not be allowed to start, as reported by the art. 18.1 – Access to the Pre-Starting Grid.

6.2 – Homologation form and registration sheets

Competitors must be able to show, at the request of the Technical Stewards, the homologation or registration forms of the material presented at the sporting and technical checks.

ART. 7 – FUEL

The mandatory fuel "Panta Racing Fuel 98 RON" is provided on track directly by Panta Distribuzione S.p.A.

ART. 8 - BRIEFING

All Competitors and Drivers must take part in the briefing. Absence will result in a fine of €125.00 from the Stewards.

ART. 9 – FREE PRACTICE

During free practice, no more than 51 karts may be allowed on track at the same time. Free practice, for all admitted classes, is prohibited from the Monday to Wednesday before the race and will begin on Thursday of the race weekend.

ART. 10 – OFFICIAL FREE PRACTICE

All Drivers must carry out official free practice (not qualifying).
During these tests, no more than 51 karts may be admitted on track at the same time.

ART. 11 – QUALIFYING PRACTICE

For each class there is a **6'** (six minute) official qualifying practice session.
The Drivers who have passed the official checks and free practices take part in the official qualifying practice and if necessary are divided by the Stewards into two or three series. In each series, a number of Drivers not exceeding 36 are allowed on track at the same time. Each Driver chooses when to start in his/her session and the start of his/her practice is considered valid if the Driver has crossed the line of no return drawn at the exit of the track; the lap is considered valid if it is completed.
The valid qualifying time is the best achieved during your practice session. In case of ex-aequo, the 2nd best time is considered and so on.
The final ranking of the qualifying practice is determined as follows:
In the case of only one series, the grid is determined by the ranking of the qualifying practice, carried out in ascending order of the best lap time achieved by each driver.

ART. 12 – QUALIFYING HEATS

The qualifying heats are held over the following distances:

Class	Distance
OK - N	Km. 15
OK - N Junior	Km. 15

The Drivers participate at 2 Qualifying Heats.
The starting order of each heat is always established based on the ranking of the official qualifying practice.
The following penalties are attributed to each heat, at the end of which the Drivers are classified according to the number of laps completed:

- 0 to 1st place
- 2 to 2nd place
- 3 to 3rd place

so on with increasing progression of a penalty.
Drivers who have not completed all the scheduled laps after the start, and even if they have not finished the heats, must be classified according to the number of laps actually completed.
If a Driver does not start in one of the heats (no matter for what reason) he receives a number of penalties equal to the number of participating Drivers, plus one.
If a Driver has been shown the black flag or has been excluded, he receives a number of penalties equal to the number of participating Drivers, plus two.
In the event of an ex-aequo between one or more Drivers, the best time registered in the official qualifying practice is decisive.
At the end of the qualifying heats, a ranking is drawn up by adding all the penalties achieved by each Driver which defines the starting order of the Final.
In the event of an ex-aequo between two or more Drivers, the tie-breaker must be made on the basis of their positions in the official qualifying tests.

ART. 13 – FINAL PHASE (PRE-FINAL AND FINAL)

The Drivers qualified, according to the capacity of the track, will access to final phase divided into Pre-Final and Final on the following distance:

Class	Pre-Final	Final
OK - N	Km 16	Km 20
OK – N Junior	Km 16	Km 20

The starting grid of the Pre-Final is determined for the first **thirty-six (36)** by the ranking of the qualifying heats.

The starting line-up of the Final is determined by the order of arrival of the Pre-Final.

The Drivers who were excluded in the Pre-Final will occupy the last positions on the Final grid.

ART. 14 – FINAL CLASSIFICATION OF THE “2023 ROAD TO THE OK-N WORLD CUP”

The final ranking of the 2023 ROAD TO THE OK-N WORLD CUP 2023 is determined by the arrival order of the Final.

ART. 15 – PRICEGIVING

At the end of the Final, the top three in both categories receive the honorary prizes provided by the Organizer.

ART. 16 – OTHER PROVISIONS

16.1 – Access to the Pre-Starting grid

Access to the Pre-Starting Grid is permitted without exception up to 5' (5 minutes) before the time established for the start. The beginning of the last 5' (5 minutes), useful for access to the starting grid, must be signaled by a sound of the siren.

16.2 – Access to the tires parc fermé

Access to the parc fermé is permitted exclusively to the Driver, his kart and his authorized Mechanical Assistant.

16.3 – Pass

Competitors registered for the “2023 ROAD TO THE OK-N WORLD CUP” are issued the following passes:

- 1 competitor pass, if the competitor is not also a driver;
- 1 driver pass;
- 2 mechanical passes, one of which is enabled for access to the Parc Fermé;
- 1 guest pass for each registered driver;
- 1 “Parking Paddock” pass

ART. 17 – PENALTY

For penalty and fine, refer to the 2023 ACI Sport Sporting Regulation (RDSK)

ART. 18 – STARTING PROCEDURE

Refer to the 2023 ACI Sport Sporting Regulation (RDSK)

ART. 19 – OFFICIAL REGULATIONS

The official regulations is in Italian

Roma, 18.09.2023

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