



Kart World Championship

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Rules and Regulations

Dear drivers,

Thank you for participating, or your interest, in KWC – INDOOR KART WORLD CHAMPIONSHIP.

Please carefully read these rules before you race. **You are expected to understand and follow these rules at all times.**

If you have any doubt about the content, you may either contact us at poul@kwcsports.com.br or via a national contact (ref. Webpage – Contact) who can communicate with you, or translate for you to, in your native language.

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Indoor Kart World Championship KWC Rules, Regulations & General Info

The info below applies only to the KWC World Championship races. For Nations Cup rules, see Nations Cup rules.

Age restriction: Open to drivers who are at least 13 years old. No maximum age restriction. Drivers age 13 and 15 must be approved by a local KWC representative, bring parent consent and be accompanied by an adult at all times. Drivers 16 and 17 years old must bring parent consent and be accompanied by an adult.

Weight restriction: KWC has a 1 weight class/division/category at 90kgs. Light drivers carry weight in kart to equalize them at 90kgs. The host track is equipped to take up to 30kgs of locally provided counterweights on the frame. Drivers with weight below 60kgs will need to bring personal weights to make the 90kgs weight standard. Heavy seat inserts, weight vests, and other weights are ok to use, but will need to get checked for safety by track officials for final approval. For personal weight, avoid small ballast such as 1 Kg lead tablets; we request to tape your lead, molding it into 1 piece. Note that your weight will only be checked by race control after the race. Ensure you take enough on board at the start.

I - Events

a) **Number of races:**

Ten (10) races (rounds) in total, including:

Eight (8) 20 minute Qualifier races (One lap grid formation) for all drivers.

One (1) 30 minute Semi-Final Race for the top 64 drivers in the standings after 8 Qualifier races and taking out one drop result. The 64 drivers will be divided into 2 groups of 32 drivers using the snail division. Example, leader of the qualifiers will team up with number 4, 5,8, 9..... and so on. On the semifinal races, the qualifying session & Kart draw is defined by a Match Race, check further to find out what's the Match Race format.

One (1) 45 MINUTE Final GP. The 32 top qualified drivers will advance automatically to the final GP.

b) **Practice Sessions - Optional:**

The host track will be prepared to rent out the championship Karts throughout the month of July. Official practice days will be Friday July 17th, Saturday July 19th and Monday July 20th. This will be your last chance to practice for the championship. Discounted training sessions will be available for those that pre-reserve training sessions though KWC's website. The price will be Eur 18,00 per 15 minute practice sessions. Drivers may choose to take the risk and show up

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with no practice session reserved. The price will be slightly higher (Eur 20,00) and driver will have to stick to what's available, please check the website for specific instructions when we get closer to the championship. In order to practice driver must be at the track half hour before the heat he has reserved. For the first practice we advise the driver to be there one and a half hour before so that he can take care of his data input, reservation and receive his material at the reception desk.

c) **Qualifier Rounds:**

The composition of the groups for your Qualifier Rounds will be drawn randomly by computer in front of all interested drivers. This will happen on Monday afternoon, the day before the championship starts. Competitors are invited to join this draw, to prove that this is done randomly. This ensures you will face different competitors in every 8 Qualifier Rounds, and lets you know ahead of time your racing schedule.

Each qualifier round will be preceded by a single lap qualifying session. Driver with the fastest lap will start from pole.

Grid will be set double file, with a rolling race start behind the safety kart. There will be 8 Qualifying Races of 20 minutes, with one pit required in each of those races.

d) **Semi-Final Race:**

The Top 64 drivers in points (7 best results out of 8 races count, so 1 result will be dropped) after the Qualifier Rounds will advance to the Semi-Final and will be split into 2 groups of 32 karts on track. The 30 minute Semi-Final Race will be preceded by a Match Race qualifying session. Race start will be single file behind the safety kart. Any point ties will be broken by best race finishes, then best laps, and if needed, who scored the best lap first. Semi Finals will be raced with one pit-stop just as the qualifiers.

e) **Final race:**

The Top 32 drivers in points after the Semi-Final Race will advance to the Grand Final. The finalists in a meeting with the organizers & mechanical staff will choose which 32 Karts will be set for the final & final Match Race. The Final is a 45 minute race, with 2 pit-stops required. The Final will also have a double file rolling race start.

f) **Grid formation for the final race:**

The 32 finalists will fight for pole position in a special match race/duel shootout. In every match race that a driver wins, he will benefit with one bonus point. Every match race a driver wins gives him the choice to pick the Kart he will be carrying to the next round. Match race consists of two drivers going into the track each with the Kart drawn at the briefing session. After one timing lap the driver must change karts with his opponent, carrying his ballast, kart sensor, and

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number plate. He will be timed a second time. Both laps will be added and the lowest time will advance to the next round according to the chart described below. In case there is a tie (unlikely), the position in the standings will be considered the untying result. The drivers that lost in the first round of the Match race will line up on the grid from position 17th to 32nd on the grid. To set who starts last it is determined that from those drivers that have a lower position in the championship prior to the match race will start behind. As an example let's say driver 32nd in the championship lost his Match race to driver P1 in the first round. Driver 32nd will surely start 32nd. Let's say the following result driver in 2nd place loses to driver in 31st place. Considering that the driver in 1st position won his match, then the driver in 2nd place that lost his duel will surely start 17th since he is the best ranked among those that lost their first shoot out.

On the last page you can find a nice overview to better understand the exciting qualifying format, to determine the starting grid for the final race.

II - Championships:

- a) **Driver Championship:** Consists of individual "driver" points accumulated by every driver during all Qualifier Rounds, the Semifinal, the grid formation match race for the final and the Finals. (Minus the qualifier "Drop" result, taken into account after the Qualifier races. Result in Semifinal and Finals will always count.) The one with most points is the WORLD CHAMPION.
- b) **Team Championship:** Consists of the total individual points accumulated by the best 3 driver results of each team (max 4 drivers), at all Qualifier Rounds, the Semifinal and the Finals. There is no drop result. Team that scores most points is TEAM WORLD CHAMPION.
- c) **Masters (40+) Championship:** Consists of individual "driver" points accumulated exclusively by all drivers 40 years old (and older) during all Qualifier Rounds and the Finals. (Minus the qualifier "Drop" result.). Driver must be 40 years old before the championship starts. ID check mandatory to be approved in this subcategory. Untying rules are the same used for general standings.
- d) **Women Championship:** Consists of individual "driver" points accumulated exclusively by the female drivers during all Qualifier Rounds, Semifinal and the Finals. (Minus the qualifier "Drop" result.). Untying rules are the same used for general standings.
- e) **Junior Championship:** Consists of individual "driver" points accumulated exclusively by drivers 13 through 17 years old during all Qualifier Rounds, Semifinal and the Finals. (Minus the qualifier "Drop" result.). ID check mandatory to be approved in this subcategory. Untying rules are the same used for general standings.
- f) **Nations Cup:** Separate event and rules.

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III – Point Scoring system:

Each driver is competing directly against all other drivers for the Drivers Championship, including their own teammates. The Driver, Master, Junior, and Women Championship points are individually assigned to each driver and count independently from the Team points.

a) **Driver's Championship:** All races count for points. Drivers score points in all races based on the points scale below.

Points Scoring: To minimize the burden of possible bad luck on kart selection, positions 28 through 35 will score the same number of points (11 pts.). If a driver doesn't show up for his race he gets zero points, but contrary to DQ he may drop that result.

1 – 48 pts	8 – 31 pts	15 – 24 pts	22 – 17 pts
2 – 44 pts	9 – 30 pts	16 – 23 pts	23 – 16pts
3 – 41 pts	10 – 29 pts	17 – 22 pts	24 – 15 pts
4 – 39 pts	11 – 28 pts	18 – 21 pts	25 – 14 pts
5 – 37 pts	12 – 27 pts	19 – 20 pts	26 – 13 pts
6 – 35 pts	13 – 26 pts	20 – 19 pts	27 – 12 pts
7 – 33 pts	14 – 25 pts	21 – 18 pts	28 through 35 – 11 pts

DNF - scores minimum points and may be used as a drop result.

DQ – Scores ZERO points and cannot be dropped.

- An additional 2 points will be scored by a driver for fastest lap of his/her race and/or pole-position. If 2 drivers in the same race get the same best lap time, tie-breaker criteria is who scored the best lap first.
- After the 8 qualifier races are completed, drivers will drop their worst result, and the points will reflect the sum of their best 7 race results. A disqualification result (DQ) counts -0- and may not be used for a drop result.

b) **Team Championship:** All races count for points. The sum of the points of the best 3 positioned drivers from a team will count as the team's result in a given round. Points scored for pole position and best lap are considered as long as it's part of one of the three drivers that scored more points. The driver that has the worst result among the 4 drivers from a team will not be able to use any of his bonus points in that round. Same point structure will be applied.

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There is no drop result in the Team Championship. Team that scores most points after 10 rounds wins the Team Championship.

A team can have 1 to 4 drivers. It is allowed that teams have similar names such as KART TEAM 1, KART TEAM 2.. In each round (Qualifier races, Semifinals, Final), the team's three drivers with the best result for that round, collect points for their team in the Team Championship, including points granted for best lap and pole position.

IV - Weight Class:

- a) All KWC Drivers will race in a single weight class, at 90 kg (in full racing equipment). Drivers are allowed to race overweight.
- b) Karts are equipped to take up to 30kgs of their own provided weight on the kart. Drivers with weight below 60 kgs, will need to bring personal weights to make the 90 kgs weight. Heavy seat inserts, weight vests, and other weights are ok to use, but will need to get checked for safety by track officials before getting final approval. Small 1 Kg (2.2pounds) lead plates or work out sandbags will not be accepted. ; it's requested to tape your lead, molding it into 1 piece.
- c) It is the driver's responsibility to be at the proper weight. Weight will be checked at the end of each race. Track officials will be responsible for official weigh-in after races.
- d) If race weight check is 1 kg under it will result in Time penalty of 30 seconds. If race weight check finds a difference between 1 kg and 2.9 Kgs will result in race DQ of the race for that driver. If a driver is found 3 Kgs under, he will be dq'd from the race and loose 10 positions on the next starting grid. If the same driver is caught a second time underweight he will be dq'd from the championship. Drivers that are found to be underweight to help a teammate by pushing on the straights will be dq'd from the championship and the driver that benefited from this unprofessional behavior will be dq'd from the race.
- e) Forgetting or refusing to perform a weight check when asked by track officials will result in DQ from the race.
- f) Leaving your Kart without removing and storing the weights, used in your kart, will cause an after race MILD TP.

V - Racing Equipment:

- a) Race suits, full face helmet with shield, racing gloves and racing shoes are required. Race suits and helmets are available to borrow/rent at the track.
- b) Racing communication radios are NOT permitted. Teammates may use side track boards to relay information such as: lap time, position on track, distance to kart ahead & behind, laps to go, and any item of useful information.

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VI - Race Start and End:

- a) A full course yellow flag is also displayed during the warm-up & grid formation laps, which precedes the start of each race. Passing is not allowed, and pulling aside for better positioning is also not allowed. Penalty is starting last.
- b) Drivers may not leave their karts after qualifying, unless there is an accident with serious threat, or if authorized by a track official. Leaving a kart without race track authorization may result in DQ.
- c) Drivers will be lined up in a double file on the grid for the start. Pace kart will determine the ideal speed. Pole sitter must keep the pace determined by the pace kart until the green flag is dropped.
- d) Race will end when the CHECKERED flag is waved at the start-finish line.
After a driver receives the checkered flag he/she will be directed to the weight check area or the pits. He shall drive his kart on to the scale. If underweight is found the track official will pull the driver & kart aside and ask him to leave the kart bringing all of his ballast and weigh him separately from the kart. If underweight is confirmed the track official will take note of the penalty, if no underweight is observed the driver will be released by the RD.
- e) In case of very close finish result between two or more drivers, the valid result is the one demonstrated in the timing system

VII – Karts & Kart draw:

- a) **The Karts:** Only track staff may do any work on karts. Spare parts, lubricants, and any type of work on the karts by driver or team members is not allowed, including tire pressure adjustments. No chemical, thermal or mechanical enhancing methods allowed on the tires. This offense will result in DQ from Championship.

KWC will work closely together with the host to make the performance of all karts as equal as possible. All karts will be tested prior to the event, and the karts that are closest in performance, will be selected for use in the KWC Championship. This means the very best, and slowest karts will be taken out of the selection.

- b) **Kart Assignments:** Kart draw will always be done on a briefing session during the grid formation timing session of the previous race. All drivers are obliged to be at this briefing. Besides drawing Karts, any rule clarification or race control decision will be informed then. It is not our will to start punishing drivers for not being present when requested, but given the importance we will give a driver a warning if he's not present at the briefing. On a second occasion the driver will be penalized by losing one position on the grid. A third delay will cause a more severe punishment penalizing the driver with the loss of five positions on the grid. If it happens again the same punishment will be applied.
- c) To minimize luck & bad luck on kart draws, a driver will **not** be **allowed to draw repeated karts** during the Qualifier Rounds. For the Semi-Final, the Kart history is erased for all who qualified. Any kart will be open to be drawn.

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- d) When the driver enters the briefing room the computer will show three different Kart draws, denominated draw 1, draw 2, and draw 3. Using a dice we will draw which of the three draw options will be used for that race. Drivers may leave the briefing room after released by the race director and may line up to enter the pit area. Entrance will only be allowed after the last driver from the previous race has left the pit area.

VIII - Kart Changes:

- a) **Changing Karts before, during, or after grid formation:** Karts cannot be switched before, during or after grid formation, unless obvious mechanical trouble is confirmed by one of the mechanics. Lack of performance, difficulty on turns, poor previous results ARE NOT MECHANICAL FAILURES. If a driver finds that his Kart has a mechanical failure he should look for one of the mechanics to testify the situation. Drivers persistence in changing Karts after the mechanic has said the Kart is good to drive will cause a penalty to the driver and he will start last. Any kind of race start delay caused by drivers that are trying to change Karts despite a negative response by the crew will give the driver a penalty starting last. If a driver requests that the crew drives the kart between the end of the timing session and the race start he's already betting his grid position as if the crew member says there is no mechanical failure the driver will start last. If he already has the last position on the grid he will start from the pit exit 5 seconds after the last kart passes by the pit exit. If the crew member attests that the Kart has a mechanical failure the driver will remain in the track while the crew will draw a new kart IN THE PIT in front of the race director. That Kart will be taken to the grid and will be delivered to the driver. Driver holds his starting position.
- b) **Changing Karts during the race:** If a driver decides to change Karts during the race he will lose the time taken to make the switch. Driver will draw a new kart. All kart switches are subject to actual spare kart availability at that given time. If a driver comes into the pits and there is no other Kart available, then the driver may choose to drop out of the race finishing with a DNF but with the minimum point score. If a driver changes his kart, the new kart will not be considered as a used kart next time there is a draw. A pit-stop to change karts during the race will count as a required pit-stop. A driver may stop for a kart switch from the 2nd lap on, during a race, and before the last lap. Please refer to IX - PIT STOP (next page) for detailed Kart changing procedure during the race.
- c) When changing Karts it is the driver's responsibility to make sure that his complete ballast is moved to the next Kart. If he forgets his ballast on the old Kart the driver will have 3 laps to go back into the pits and make the correction. If he fails to do so he will suffer a DQ.
- d) A driver may not switch karts more than 1 time during a race, unless a severe mechanical failure is confirmed by the mechanics.
- e) A kart that goes to the garage area to be worked on will not be returned to the same driver.

IX - Pit-stops:

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- a) **Number of Pit stops required at qualifying races:** Every driver must perform a minimum of 1 (one) pit-stop during each 20 minute Qualifier race and the semifinals. For the final race two pit stops are required.
- b) **When you can make your pit stop:** Pit-stop must be made during the race, and is to be made after lap 1 has been completed by the last driver and 1 lap before the end of the race. Once the leader opens his last lap, the pits are closed.
- c) **Pit open and pit closed:** Red lights and/or a cone at the Pit entry indicates that the pit is closed. Once the cone is out and/or the light turns green the pit entry is open and you can make your strategic pit-stop.
- d) **Punishment for not performing a pit stop:** If at the end of the race the RD's find that a driver did not perform his pit stop or his pit stop was no valid for whatever reason he gets a 30 second time penalty. The time penalty may be increased or decreased by the race directors according to the length of the pit box. This information will be made available by the race directors at the very first general briefing.
- e) **Perfect & irregular pit stop procedures:** Each track carries a different pit procedure. The perfect pit procedure will be explained during the briefing session. If a driver performs an unacceptable pit procedure he will be called in to serve it again.
- f) **Number of pit lanes:** There will be two clear pit lanes for the pit stop. If one of the pit machines breakdown, a cone will be placed in that lane and drivers will have one single lane for the pit stop. If both machines break down there will be two KWC race officials in one lane holding lollipops at pit entry and pit exit. Full stops will be required so that the official rises the lollipop.
- g) **How many Karts in the pit area at once:** Two Karts may enter the pit at once in the two different lanes. If one lane is closed then only one driver may enter at a time. Passing in the pits is permitted as long each driver is in one of the two clear lanes, and all rules from the pit stop procedure were followed. Drivers must be extra careful, as the pit area will suffer even stricter observation by race officials. Choosing to pit later in the race is a gamble.
- h) **Emergency Pit stop:** A kart that requires an emergency pit-stop when pits are closed will have to go around another lap, or wait stopped at pit entrance until pit-lane re-opens.
- i) **Teammates around pit area:** Under no circumstances team mates may circle around the pit area during or after a race is over. If necessary only the pit crew will be able to help a driver that is experiencing malfunction of his Kart.
- j) **Pitting for mechanical trouble or changing karts:** If you pit for mechanical trouble or Kart change, the pit procedure starts the same. Driver heads to pit area, and parks the Kart right before the spare Karts are parked. Driver will draw a new kart, take his number plate, ballast, and kart sensor. The new Kart drawn during the race will not be considered a "driven Kart" at his next Kart draw. Pit stops for Kart switch count as one required pit.
- k) **If a full course yellow or a red flag situation occurs, the pit lane will be closed.**

X – Match Race:

Match races are used to determine the grid formation and Kart assignment for the semifinal & finals.

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- a) Match race format consists of 32 drivers placed in a Tennis match style shoot out based on their positions in the standings. In the bottom of this article you will find the configuration.
- b) Before a Match Race (MR) starts, the drivers will choose the best 32 Karts to be drawn among them. If the drivers don't reach common sense then the organizer will play the last decision. After the kart draw drivers will be separated into two groups of 16 and directed in pairs according to the MR shoot out chart. Drivers will carry their number plates (with the kart sensor) and ballast. Driver A and B will be released at least three seconds from each other. Once released, the driver must be aware that he's at racing mode and under no circumstances he must pull off the throttle. He will receive the green flag and try his best lap for ONE LAP. The checker flag will show the driver he has completed that lap. Both drivers will stop at a designated area in the track, side by side and will change karts. If necessary, a crew member may help a driver with his ballast. Drivers are released once again with same interval and will go for a second timed lap, again having the green flag & checkered flag determining that the clock is running. After the second lap, drivers will stop once again in the same designated area and will wait for the result. Driver that scored the lowest time when adding both timed laps will move forward to the next duel and will choose which kart he wants to stay with. The 8 drivers that lost the battle will drive their karts into the pits and place it in line for the final race grid. The championship standings will determine the grid position for those that lost their duels. As an example, let's say that the leader of the standings lost his very first battle against P16. He will surely start 9th. If P16 loses the battle against P1 then he will surely start in the 16th position. The MR goes on until only two drivers determine the pole sitter.
- c) Match race for the final race will be the same as in the semifinals.
- d) As mentioned before, once released drivers are at racing mode and under no circumstances shall pull off the throttle. If Race directors find out clearly that a driver pulled off the throttle that driver shall lose that duel. After the results are approved in the track no one may protest with the aim to change the result.
- e) Crashes and malfunctions are part of luck. If it happens, it means the driver lost his duel. Under no circumstances a Match Race will be repeated due to malfunction, crashes, or the fact that a driver reached another slower driver ahead of him.
- f) THERE IS NO KART CHANGE for the MR. If a Kart breaks down during the MR we call it hard luck from racing. Unfortunately that driver will lose his duel. The only way a driver will change his kart is if he finds out a severe mechanical failure BEFORE the MR starts. Driver will pick up one kart that was not chosen for the MR and chances are it will be a worse kart. If a driver loses his duel and when bringing the kart to the pit area finds that it is broken, the head RD will decide whether that kart can be fixed in the pit area (most likely) or if it will be substituted by drawing one of the karts that were not chosen for the MR. A member of the race crew will warm up the kart's tires and make sure that there is no mechanical failure in the new kart.
- g) If a driver is found to drive in the dirty part of the track on purpose to harm his opponent on the next lap he will be punished by losing that battle.

XI - Timing System:

Timing system failure: Although timing system failures are rare on events such as KWC, we must be prepared to the situation if it happens.

- a) If the race was less than 75% completed and there is a total timing failure, with no possibility of recovering position information, a new race of half the original time considering the original grid formation will be restarted
- b) If over 75% was completed, a new race will not be restarted, and the last available saved position record will serve as race result disregarding pit stops.
- c) If over 75% was completed and no results can be recovered, then a new race obeying the original race start with half the time will be started.
- d) If only one or a few drivers' results are lost or scrambled, organizers will attempt to calculate proper finishing order and announce official results later. If it is not possible, this will be considered as an unfortunate electronic mechanical retirement from race. Still the drivers that were harmed by the electronic malfunction will be entitled to the minimum point score.

XII - Flags:

We shall have two small light displays throughout the track and a main panel at the crossline. The two small electronic panels will show the following signs/flags.

Green Flag: Race Start at lap 1 or after the race has been interrupted for whatever reason.

Yellow (local): A "local" yellow flag may be displayed at a specific section of the track. It means there is an incident ahead, people on the track, a stopped kart, something that will require extra attention. Be prepared to slow down. Passing is not allowed. If a driver passes another under yellow by mistake, the passing driver may give the position back and not suffer a penalty. If he insists in staying ahead he will receive a 15 second TP. If race directors find that a specific driver did not slow down and put the people involved in the incident at danger that driver ill also be punished in 15 seconds. If applied after the race because the incident was in the last 3 laps the punishment is increased to 25 seconds to be removed from that drivers finish time.

Yellow electronic sign and full course double waved yellows require extra attention! There is a serious incident up ahead and drivers are expected to further reduce their pace. During a "full course" yellow flag situation, all corner stations will be displaying the yellow flags. It means that

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something happened which requires drivers to stop racing and continue to drive at a slow pace behind the leader and/or Pace Kart. Please remember that a full course yellow flag could seriously affect your pitstop strategy. Pits are closed during a full course yellow. Either red lights or a cone will be placed in the pit entry. As long as the red light or cone are not placed drivers may enter the pit. If the race crew makes the mistake of not placing the cone or not turning the lights red and a driver comes into the pit. He was lucky and cannot be punished for the rd's mistake.

A full course yellow flag is also displayed during the warm-up & grid formation laps, which precedes the start of each race. Passing is not allowed, and pulling aside for better positioning is also not allowed. Penalty is starting last.

Blue: A blue flag reinforced by the blue electronic lights may be the crucial point of you race. "Be smart". If you are the "passing driver" hope that there is only ONE DRIVER to be passed. He will receive the blue flag and will have three corners to give away his position. Now lets say there are three drivers running for a position and you are reaching them to overlap.... Maybe the smart move would be pitting. The rd's will have to show each one of those three drivers that blue flag and give three corners to each of those drivers to give you his position. If a driver being overlapped hold the leader(s), bumper to bumper for more than three curves he will receive a 15 second time penalty. The penalty is doubled in time at every three corners and will become a black flag after one full lap. When being overlapped by two drivers that are racing for a position bumper to bumper the overlapped driver must give away his position to both drivers at the same time. In compensation a driver being overlapped by two drivers at the same time has a "position safety". It means that if he's in a duel bumper to bumper himself, the driver(s) in the back is not allowed to try to overtake until five seconds after the overlap has been securely managed. If a driver tries to pass his opponent less than five seconds after that driver was overlapped, he shall give back the position or receive a 15 second time penalty.

Red Flag: A Red flag with the red electronic lights means the race has been stopped due to a serious accident or some other major problem. Drivers must gradually slow down and come to a full stop on the designated area in the track. Drivers must maintain their positions and be aware not to pass or be passed by any others while coming to a full stop. Race will re-start after a 1 lap (or more) warm-up under yellow flag conditions. Karts will line up single file behind the race leader for the green flag in same order as when the race was stopped. If the race cannot be stopped then we apply the same rules described on article XI.

White flag: A white flag with the electronic white lights means the leader has entered his last lap and the pit is closed.

The Kart track is equipped with a very large screenboard at the start finish line. If the two electronic lights show a yellow light with red stripes means that the driver should pay attention to the main board in the start finish line. The following signs maybe shown:

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Black Flag with Orange ball accompanied by a number: It means that driver identified by the number has received a Time Penalty and must stop within TWO laps at the Penalty box and serve his Time Penalty. Penalties may vary from mild to normal according to the gravity of the incident.

Blue with a red X: Take your Kart to the pit area for a Kart exchange or rapid repair.

Black Flag: You have been disqualified, Exit your Kart from the track and park it close to the weighing area. You have three laps to exit the track. Failure to comply with this order may cause loss of extra points and/or championship disqualification.

Black and White Flag Warning. A half black half white flag with the number indicates that he is being observed for overaggressive driving, and may receive a penalty next. Marshall will not show a second warning flag in the same race. The second warning flag will be a TP flag.

White Flag: Driver is entering his last lap. Pits are closed!

Checkered Flag: Race is over, congratulations! Please drive to the weighing area and follow race crew instructions.

XIII – Driver, Public Conduct & Penalties:

- a) Driver is supposed to be at the briefing room before the Kart draw starts. If he's not there his Kart will be drawn, and he's getting a warning. If he fails the briefing session a second time he will lose one position in the starting grid. If misses a third time (& more) he will get a five position grid drop.
- b) Driver is supposed to be ready sitting in his Kart when the track official allows drivers to go in to his warm up lap. If the driver is not there because his Kart was not available due to a problem beyond driver's control, he will be positioned to enter the grid formation procedure last. If he's not there for his own fault he will not participate in the grid formation procedure and start last, only ahead of the drivers that changed their Karts assuming that he was ready to enter the track before any of the drivers that decided to change their Karts.
- c) Driver is supposed to drive with both hands in the steering wheel, and both feet on the pedals. **He's not allowed to touch any other part of the Kart.** Any attempt to gain performance using his hand or feet in an inadequate manner will be severely punished.
- d) Gesturing in aggressive manners will be first punished by warning flag. If the driver insists in aggressive gesturing he will be punished with a TP. If the situation persists the driver will be disqualified from that race (black flag).
- e) Driver is supposed to obey all of the track official's commands. The failure to follow signals or flag instructions will be punished according to race director's decision on what type of penalty based on the gravity of the infraction as interpreted.

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- f) Any kind of physical or verbal aggression between drivers inside or outside kart track premises, including aggressions through social networks, will result in punishments that will vary according to race director commission. Possible punishments are warning, 1 or more race suspension with DQ result, and/or championship DQ.
- g) Race directors will consider bad passes when the driver that is passing:
- Hits -intentionally or not- the back bumper, pushing the front driver off his normal line.
 - Hits the side of driver right in front of him, with his front part of the kart causing the driver right in front to spin, or to heavily oversteer due to the push at the back.
 - Brakes beyond normal braking zone hitting the overtaken driver sideways, and pushing his nose away from the apex, where the kart in front already was.
- h) Race directors will consider a bad defense move when a driver:
- Moves his Kart more than once towards a defensive line on straights
 - Does not respect the fact that the driver fighting for a position right behind him has placed his Kart at his side with the front wheels at the mid-point of his Kart, thus making the curve and causing the passing driver to crash into the barriers or simply not being able to conclude the pass. In this case the “overly defensive” driver will receive either a warning flag or a TP flag depending on the gravity of his move.
 - If a driver is passed he may insist in staying in the outside lane as long as there is space for him in the next corner. It is a marshal decision as to determine if a driver has purposely pressed another against the barriers or if he really had no way to avoid a collision. It is forbidden to deliberately push a competitor towards a barrier!
- i) If a driver is found to be driving too slow, thus putting in danger other drivers, he will be disqualified. The race director will consider any driver that repeatedly performs laps 7% slower than the leader a threat to other drivers. If the slow performance is repeated in a second race the driver will be asked to leave the championship with no refund.
- j) Team members, and public in general are obviously entitled to cheer for their colleagues, relatives and friends. They must be aware that cheering for a driver cannot be mixed with aggressive words towards other drivers or the RD’S. A driver may be punished in the track because of his teams or fans lack of conduct. If misconduct happens during a race the driver will suffer a warning flag. If misconduct continues marshals will apply a TP penalty. If misconduct happens without a race going on the punishments will be the same as those applied in item “F”.
- k) Drivers must be aware that it is the RD that will make the calls. Any kind of track revenge may be punished according to RD decision.
- l) If a driver feels he has been prejudiced by an RD’S decision, he should first observe these rules in order to be sure about his way of reason. After reading the rules he’s confident that he has an issue, he shall submit a written protest accompanied by a Eur 50,00 fee. If the diver has his protest approved, he will receive his money back. If he doesn’t, he shall receive a written answer informing why his protest has been denied. In this last case he will lose the Eur 50,00 fee.

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- m) Race directors will only discuss matters from the race round that has just ended. They may reposition a driver if they find that a judgment mistake was performed. Videos will only be accepted as proof when required by the RD.
- n) All race results from a round will be confirmed by Race Control, and declared 'official'
- o) Penalties that may be applied by RD's for in track situations:

I – Mild – Stop in the pit box for 5 seconds during the race in max interval of two laps after the flag was shown.

II – Mild after two laps to the end – Remove 15 seconds from the finishing time

III – Hard penalty – Stop in the pit box for 15 seconds during the race in max interval of two laps after the flag was show the first time

IV – Hard penalty in the last two laps – Remove 25 secs from the finishing time.

XIV - RACE CONTROL:

Race Control will be formed by members of the KWC and Kart Track crews, with both entities providing Race Directors.

Race Control is unbiased, with no preference towards any competitors. All drivers will be treated the same, i.e. former champions, race winners, or simply newcomers to the event. The 2020 event is a new event where everyone starts from 0, and where all past experiences are put aside.

The sole desire of KWC and Kart Track is to set up a competitive event where the best wins, and where others have fun racing for top honors, or for fun, gaining valuable experience in the world of competitive rental kart racing. It is our goal to make this a memorable event for everyone involved.

As a demonstration of neutrality the racing commission of KWC is international and follows this criteria:

GONZALO VIDANÑA – SPAIN – CONFIRMED – TRACK OFFICIAL

CHRIS WOLF – GERMANY – CONFIRMED – TRACK OFFICIAL

GREGORY LAPORTE – BELGIUM – CONFIRMED – TRACK OFFICIAL

NICK VAN OVERVELD – NEDERLANDS – CONFIRMED – TRACK OFFICIAL

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HANS SONNESON – USA – UNCONFIRMED – TRACK OFFICIAL

GENE FIREBALL – USA – UNCONFIRMED – TRACK OFFICIAL &, PODIUM SPEAKER

WARD MAENHOUT – BELGIUM – CONFIRMED – RESPONSIBLE FOR DRAWS, POINT SCORING, BRIEFINGS, SCORE SHEETS FOR MATCH RACES.

POUL HORNEMANN – BRAZIL – CONFIRMED – TRACK OFFICIAL

+ 4 Portuguese Track Officials.