



KWC 2018 - Rules and Regulations

Dear drivers,

Thank you for participating, or your interest, in KWC 2018, staged from July 25th till July 29TH 2018, at the state of the art Indoor Kart complex, SILVER HOTEL & GO KART CENTER, in SZEZCIN, POLAND.

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 info@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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KWC KART WORLD CHAMPIONSHIP – www.kartworldchampionship.com

Host :

SILVER HOTEL & GO KART CENTER – Szczecin – POLAND

Rondo Imienia Hermana Hakena, 71-001 Szczecin – Poland



2018 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, for Junior Kart World Championship when RACED SEPARATLY see Junior Kart World Championship rules, regulations, & General Info)

Age restriction: Open to drivers who are at least 14 years old. No maximum age restriction. Drivers age 14 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 90kg. Light drivers carry weight in kart to equalize them at 90kg. The Karts at SH are equipped to take up to 30kg of locally provided counterweights on the frame. Drivers with weight below 60kg will need to bring personal weights to make the 90kg 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 (Two 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 4 groups of 16 drivers using the snail division. Example, leader of the qualifiers will team up with number 8, 9,16, 17..... and so on. On the semifinal races, the qualifying session is defined by a Match Race, check further to find out what's the Match Race format.

One (1) 45 MINUTE Final GP. The 16 top qualified drivers will advance automatically to the final GP. Drivers ranked 17th through 32nd will go for a Match Race and the 8 winners will advance to the Final GP. These drivers will start p 17th through 24th and will not participate of the final Match race for top 16 drivers after the semifinals. Drivers p1 through p16 will choose which

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Kart numbers should be used in the final Match Race. Some of these Karts will be used in the first Match Race for drivers p17 through p32, but these drivers must be aware that those Karts will be taken away for the final Match Race and will have to choose according to their position in the starting grid which of the spare Karts they will be using.

b) **Practice Sessions - Optional:**

SH will prepared to rent out the championship Karts throughout the month of July. Official practice days will be Monday July 23RD and Tuesday July 24th. This will be your last chance to practice for the championship. Previous reservations will be accepted through the Kart Track webpage or telephone, 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 at SH's headquarters. This will happen on Monday July 24th in the afternoon. 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 2 lap qualifying session. Driver with the fastest lap will start from pole.

Grid will be set single 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 4 groups of 16 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:**

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The Top 16 drivers in points after the Semi-Final Race will advance to the Grand Final. Drivers positioned in p17 through p32 will participate in a Match Race where the winners will advance to the final with their starting position set between p17 and p24. The finalists in a meeting with the organizers & mechanical staff will choose which 16 Karts will be set for the final & final Match Race. The secondary one round Match Race for drivers p17 through p32 will use the karts that were not chosen by the drivers in p1 through p16 and will also use a few random Karts from the final, but those will be given back to the top 16 after the secondary Match Race is over. Drivers from the secondary Match Race will have the option of changing their Karts to one of the spare Karts left by the drivers that lost their battle/duel. The Final is a 45 minute race, with 2 pit-stop required. The Final will also have a single 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 a driver wins will make him 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 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 9th to 16th 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 16th lost his Match race to driver 1st in the first round. Driver 16th will surely start 16th. Let's say the following result driver in 2nd place loses to driver in 15th place. Considering that the driver in 1st position won his match, then the driver in 2nd place that lost his duel will surely start 9th since he is the best ranked.

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 of the KWC 2017.

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.

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- b) **Team Championship:** Consists of the total individual points accumulated by the best 3 driver results of each team, 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 14 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.

III – Point Scoring system:

Each driver is competing directly against all other drivers for the Drivers Championship, including their own team mates. 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 18 through 22 will score the same number of points (12 pts.). If a driver doesn't show up for his race he gets five (5) points.

1 – 38 pts	8 – 22 pts	15 – 15 pts	22 – 12 pts
2 – 34 pts	9 – 21 pts	16 – 14 pts	DQ – 0pts
3 – 31 pts	10 – 20 pts	17 – 13 pts	DNF – 10pts
4 – 28 pts	11 – 19 pts	18 – 12 pts	
5 – 26 pts	12 – 18 pts	19 – 12 pts	
6 – 24 pts	13 – 17 pts	20 – 12 pts	
7 – 23 pts	14 – 16 pts	21 – 12 pts	

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- An additional point 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 in the race. This is valid for the best lap in the race and the best lap in the 2 lap grid formation for pole position.
 - 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.

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) The SH 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 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) Race weight check of 89 through 89.9kg will result in Time penalty of 30 seconds. Race weight check of 87 through 88,9 Kgs will result in race DQ of the race for that driver. A driver who weighs in at 86.9kg or under 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 and may cause DQ from the championship depending on race directors decision.
- f) Leaving your Kart without removing and storing the weights, used in your kart, will cause an after race 15 second 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.

VI - Race Start and End:

- a) 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 (race disqualification).
- b) Drivers will be lined up in a single file on the grid for the start. Race starts when the pace Kart leaves the track and race director waves the green flag.
- c) 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. If chosen to get weight checked, the driver must remain in the Kart waiting for authorization of the weight check track official to rise and walk with his ballast to the scale. He will only leave the scale after released by the weight check track official.

VII – Karts & Kart draw:

- a) **The Karts:** Karts made available by SH. All karts are RIMO frame with HONDA 9 HP engines. 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 are forbidden, 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 SH 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 20 minutes before the start of the 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, even if he sends someone replacing him. 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.
- 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 globe with three balls inside 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 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 mechanic will give the driver a penalty starting last. If a driver requests that the mechanic drives the kart between the end of the timing session and the race start he's already betting his grid position as if the mechanic 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 mechanic attests that the Kart has a mechanical failure the driver will remain in the track while the mechanics draw a new kart 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 (which he hasn't driven before). 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, or those available have been driven before by that driver, then the driver may choose to drop out of the race finishing with a DNF but with the minimum point score. 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. In order to make it clear the pit crew will place a cone

at the pit entry when the leader passes through the pit entry before receiving the white flag, the pit will be closed. Please refer to IX - PIT STOP (next page) for detailed Kart changing procedure during the race.

- c) When changing Karts it's the driver's responsibility to make sure that his complete ballast has been moved to the next Kart. If he forgets his ballast on the old Kart the driver will have 3 laps to go back to 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:

- 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 before the leader opens his last lap.
- 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 a driver doesn't perform his required pit stop he will be punished by a Time Penalty of 60 seconds after the race. Any pit-stops made before the start of a race do not count as required race pit-stop. The time penalty may be increased or decreased by the race directors according to the length of the pit box. This information will must be made available by the race directors before the very first race.
- e) **A perfect pit stop procedure:** A regular pit-stop consists of making a full stop inside the pit box, a red light will show you made a perfect stop. Wait for the green light and rejoin the race. If a yellow light instead of a red light shines, it means you made a bad stop and you will receive a time penalty. There is no need to perform another pit stop. If a driver advances before the lights turn green he will also get a time penalty. Always follow the race director's instructions in case there is any mechanical malfunction from the pit stop light machines.
- f) **Bad pit stops and penalties:** Mainly there are two ways to get penalized in a pit stop. One coming in and another exiting. Drivers must be extra careful when coming into the pits. No contact with pit walls, pit light machine or another Kart is admitted. When coming in make sure you choose the right lane. If the lane you've chosen is busy by another Kart then you must wait until he is released before you make your stop. When exiting the pit lane it is the driver in the track that has the preference, so exiting drivers must be extra careful not cause an accident. There are a few cases that due to the track layout that this "track preference" may be reversed. In this specific case the race director will determine in the very first briefing or these rules will be changed prior to championship start. Generally a penalty for

performing a poor pit stop is 30 seconds. In case a driver causes an accident inside the pit lane he will receive a harder penalty.

- g) **Number of pit lanes:** There will be two clear pit lanes for the pit stop. Both pit lanes will have a LASER CONTROL responsible for turning the green light to a red light. If one of those 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 holding lollipops, and a full stop will be required at the pit entry so that the official rises the lollipop. Same thing at the pit exit. Considering the machines are working properly a driver must always choose a pit lane with the green light and without a cone blocking its entrance.
- h) **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. Drivers are not allowed to stop bumper to bumper. If a driver stops right behind another driver, his pit will not be considered. So he will either serve it again or get a 60 second penalty. A driver is better off waiting stopped at the pit entrance than getting a TP. Driver may not argue that he didn't pit because every time he passed the light was red. Choosing to pit later in the race is a gamble.
- i) **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.
- j) **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.
- k) **Pitting for mechanical trouble or changing karts:** If you pit for mechanical trouble or Kart change, the pit procedure starts the same. Driver enters pit entry at very slow speed and presses the push button. Make sure that the light turned red. If he fails, he may come in and proceed with his pit but he will get a 15 second penalty. Driver heads to pit area, and parks the Kart right before the spare Karts are parked. Driver will draw a new kart (which he hasn't driven twice before), take his number plate, kart sensor that will be in his leg wrist, and ballast. By the time he exits the pit the light will be green so he doesn't need to stop at the pit exit, just safely rejoin the race. Both Karts will be considered "driven Karts" at his next Kart draw. Pit stops for Kart switch count as one required pit.
- l) If a **full course yellow or a red flag** situation occurs, the **pit lane will be closed**.

X - 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 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.

XI - Flags:

Green Flag: Race Start.

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 30 second TP.

Double waved yellows require extra attention! There is a serious incident up ahead and drivers are expected to further reduce their pace.

Yellow (full course): During a "full course" yellow flag situation, all corner stations will be displaying the yellow lights and flags. It means that 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.

A full course yellow flag is also displayed during the warm-up laps, which precedes the start of each race. Passing is not allowed during the warm-up.

Blue: A blue flag means leaders are approaching from behind. Passing is not imminent and giving way is not yet required.

Blue (waved with hand signal): A blue flag together with a hand signal means the leaders are about to lap the driver who is being shown the flag. The flag will be displayed accompanied by a hand signal pointing to the driver that needs to let the leaders by. If leaders are racing bumper to bumper, we expect drivers to make way in 1 time to let all leaders trough in 1 corner if possible.

The driver being lapped must give way in four corners maximum, or will incur in a warning flag, if he holds the leaders for one complete lap he will receive a 30 second TP. Insisting further will

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be clearly considered a unlawful team strategy and the driver will be disqualified, his teammate that was benefited by his transgression will also be punished according to race directors decision.

Red Flag: A Red flag 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 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.

Orange flag wit TP letters in black: That driver has received a Time penalty. Driver doesn't need to stop or come in to the pits. This is telling that driver and all others around him that he has suffered a time penalty and even though he racing in that position he's not running for it. Penalties given are 15, 30 or 60 seconds depending on the offense.

Black Flag with BOX written in white: Take your Kart to the pit area for a Kart exchange or rapid repair.

Black Flag with TP letters written in red: That driver has received an incontestable Time penalty. He has three laps to stop at the Time Penalty pit box.

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 finger pointed to a driver indicates to him or with the number of the Kart shown means he is being observed for overaggressive driving, and may receive a penalty next. Marshall will not show a second warning flag in the same heat. 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.

XII - Driver & Public Conduct:

- 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.

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- 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.
- 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's decision. Possible punishments are warning, 1 or more race suspension with DQ result, and/or championship disqualification.
- 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%

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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 marshals. 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 “i”.
- k) Drivers must be aware that it is the race director that will make the calls. Any kind of track revenge may be punished according to race director decision.
- l) If a driver feels he has been prejudiced by a race director’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.
- 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 race director.
- n) All race results from a round will be confirmed by Race Control, and declared ‘official’.

XIII - RACE CONTROL:

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

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 2015 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.

Confirmed Crew members for 2017 event:

NAME	FUNCTION	COUNTRY
POUL HORNEMANN	Race Director	BRAZIL

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GREGORY LAPORTE	Race Director	BELGIUM
GENE FIREBALL	Race Director	USA
GONZALO VIDAÑA	Race Director	SPAIN

More names of crew members will be confirmed when the actual event closes in.

The KWC and KARTING RIVAS crew hope that every driver will enjoy racing in the 2017 KWC. May the best (wo)man win, and become the 2017 KART WORLD CHAMPION !



This KWC Official 2017 Rules v1.0-document is a strong baseline for the actual rules applied during the 2017 event. Only details can be modified by Organizers in order to improve the overall package, or further explain certain paragraphs. All changes will be communicated well BEFORE the start of the event. Questions or suggestions can be sent to info@kwcsports.com.br

EXTRA: The Match sheet that will be used to set the grid for the 2017 KWC Final Race



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