

RULES and REGULATIONS

Dear drivers,

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

This is the final version of the rules made on 24th of July. We made small adjustments which are marked in blue.

This version is called: Final Version July 25th 2023 to July 29th 2023

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PENALTIES

I - Light - Add 5 seconds to the finishing time.

II - Hard - Add 20 seconds to your finishing time.

III - Black Flag - Disqualified from the race or form the championship.

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.

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Age restriction: Open to drivers who are at least 13 years old. No maximum age restriction. Drivers age 12 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 20kgs of locally provided counterweights on the frame.

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 48 drivers in the standings after 8 Qualifier races and taking out one drop result. The 48 drivers will be divided into 3 groups of 16 drivers using the snail division. The qualifying session & Kart draw is defined by a Match Race.

One (1) 45 minute Final GP. The **top 20** qualified drivers will advance to the final GP.

b) Qualifier Rounds:

The composition of the groups for your Qualifier Rounds will be drawn randomly by computer in front of all interested drivers. **You can find**

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the draw on the website:

<https://kartworldchampionship.com/group-draws/>

Know ahead of time your racing schedule for the week.

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 with a single file, rolling race start. No overtaking is allowed until you cross the start-finish line. There will be 8 Qualifying Races of 20 minutes, with TWO pit required in each of those races.

c) **Semi-Final Race:**

The Top 48 drivers in points (7 best results out of 8 races count) after the Qualifier Rounds will advance to the Semi-Final and will be split into 3 groups of 16. The 30 minute Semi-Final Race will be preceded by a Match Race qualifying session detailed below on a specific article and will have TWO mandatory pit stop. Same starting rules.

d) **Final Race:**

The Top 20 drivers in points after the Semi-Finals will advance to the Final. The finalists in a meeting with the organizers & mechanical staff will choose 20 karts and spare order to be set for the final Match Race. The Final is a 45 minute race, with 3 (THREE) pit-stops required. Same starting rules. In the final race pitting is not allowed in the last 5 laps of the race.

II – CHAMPIONSHIPS:

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- a) Driver Championship:** Is the driver that scores more points throughout the championship after dropping his worst qualifying race result.
- b) Team Championship:** Is calculated by the sum of the 4 individual results in the final ranking. The team that scores the most points wins the championship.
- c) Masters (40+) Championship:** Picks out of the overall standings drivers 40 years old and older.
- d) Women Championship:** Same as above but for women.
- e) Junior Championship:** Same as above but for drivers 13 through 17 years old. If you turn 18 during the championship you cannot run the Junior category.
- f) Nations Cup:** Separate event and rules.

III – POINT SCORING SYSTEM:

If a driver doesn't show up for his race he gets zero points, but contrary to DO he may drop that result.

1 - 50 pts	2 - 45 pts	3 - 41 pts	4 - 39 pts	5 - 37 pts
6 - 35 pts	7 - 33 pts	8 - 31 pts	9 - 30 pts	10 - 29 pts
11 - 28 pts	12 - 27 pts	13 - 26 pts	14 - 25 pts	15 - 24 pts
16 - 23 pts	17 - 22 pts	18 - 22 pts	19 - 22 pts	20 - 22 pts

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- a) DNF - scores minimum points and may be used as a drop result.
- b) DQ – Scores ZERO points and cannot be dropped.
- c) No additional points will be scored by drivers for the fastest lap.
- d) No additional points will be scored by drivers for pole position.
- e) For the first match race you win, you get 1 point, for the 2nd match race you win, you get 2 points, for the 3rd match race you win, you get 3 points, and for the last match race you win, you get 5 points.
- f) 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.
- g) DNF - scores minimum points and may be used as a drop result.
- h) Any point ties will be broken by best race finishes. If an absolute tie happens the next tie breaker is the number of best laps. If the remains, the number of pole positions. If a tie remains the lowest registered lap time among the drivers throughout the championship.

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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 20kg of their own provided weight on the kart. Drivers with weight below 70 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. It's requested to tape your separate pieces of lead, molding it into 1 piece. Sandbags are not allowed.
- 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. Drivers who finished in the top 6, and 2 random drivers indicated by the local RD must line up separately for weigh in. All other drivers must stay seated in the karts, until a local RD allows you to leave the kart.
 - 1. Failing to stay seated in the kart after the race has finished, results in a warning for that race. If you already had a warning this adds up to the other to TWO warnings, and consequently a **LIGHT TP**.
 - 2. Drivers must remove their number plates, remove and store their weights after the race. Failure to do so will result in a **WARNING** for the race that just finished.

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3. If a driver is found to be from 0,01 Kgs to 1 kgs under weight, he gets a hard TP. If a driver is caught more than 1 kg under weight it will result DQ for that race. The second time a driver is caught underweight he will be **DQ'd from the championship.**
4. Drivers that are found to be underweight to help a teammate by pushing on the straights may be **DQ'd from the championship along with the driver that benefited from this unprofessional behavior.**
5. **Forgetting or refusing to perform a weight check when asked by track officials will result in DQ from the race.**
6. **It is not allowed to keep track provided weights with you for exclusive use. Any driver that is found to keep track owned weights will finish last in the race. If found a second time the driver is dq'd from the next race. If found a third time he's dq'd from the championship.**

V - RACING EQUIPMENT:

- a) Race suits, full face helmet with shield, and racing shoes are required. Racing gloves are advised, not mandatory.
- b) Racing communication radios or hearing devices are **NOT ALLOWED** at all times.

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VI - RACE START AND END:

- a) Driver carrying more than 20 Kgs ballast may be accompanied by someone to help him fix his ballast. The helper must leave the pit area before engines are started.
- b) Qualifying procedure: Drivers will be released out of the pits with no controlled intervals. Drivers are supposed to pick their own position making sure that the driver that started his qualifying lap first will not be hindered. Stopping on track during the outlap is not allowed, penalty will be a 5 position grid drop. Throwing you kart over the start-finish line and hitting the barrier will also result in a 5 position grid drop
- c) Start of your qualifying lap with the green flag. Checkered flag after completion. Slow down and STOP at the race official with the red flag. Drivers will be called 1 by 1 based on qualifying results. Drivers are not allowed to leave their karts after qualifying.
- d) Drivers will be lined up in a single file on the grid for the start. Pole sitters must keep a reduced speed until the yellow line on the floor before the last corner. From that moment he is allowed to accelerate towards the green flag. All drivers have to stay single file until the start finish line. Overtaking is only allowed AFTER you cross the start/finish line.
- e) 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. Drivers will be weighed individually on the scale (without kart) with all of the weights.

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f) In case of a very close finish result between two or more drivers, the valid result is the one demonstrated in the timing system.

1. Using radios or clear signs to encourage revenge moves by teammates is punished by immediate DQ from that race, and if the other communicator is a driver he will also be DQ'd from the race in that same round. A second time during the championship means **DQ from the championship.**
2. Breaking hard after the checker flag is a **HARD TP.**
3. If you start your qualifying lap too late harming the driver that started first you will get DQ'd from the race and we restart qualification.
4. Putting in danger a track official or any crew member for reckless driving in the pits and specially during yellow flags when a crew member might be repositioning barriers is a direct DQ FROM THE RACE. If the driver is responsible for running over and injuring a crew member he's **DQ'd FROM THE CHAMPIONSHIP.**
5. Overtaking before the start line will cause a **LIGHT TP.**
6. If a designated weighing driver leaves the pit area after the race is over without weighing himself, he's **DQ'D FROM THE RACE.**

VII - KARTS & KART DRAW:

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a) 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. If a kart has to be taken to the garage for service the driver must draw one of the spare karts. Only rapid in track services are allowed. By rapid we mean less than 90 seconds delay on race start.

Trying to change kart settings, using your hands or feet to change any condition in the kart and specially trying to remove fixed weights from the kart is penalized by **DQ FROM THE RACE.**

b) 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.

NOT BEING PRESENT IN THE BRIEFINGS make you lose valuable information.

c) To minimize luck & bad luck on kart draws, the drawing system will not allow repeated karts for the drivers during the Qualifier Rounds. For the Semi-Final, the Kart history is erased.

d) When the driver enters the briefing room the computer will show three different Kart assignments randomly drawn. These are denominated draw A, draw B, and draw C. The local RD will invite one of the drivers to throw a dice. Result 1 and 4 picks draw A results 2 and 5 picks draw B and results 3 and 6 pick draw C.

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e) Drivers may leave the briefing room after being released by the RD 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.

f) If a drawn kart brakes down during the previous race and after the draw in the briefing session, a new kart from the spares will be drawn for that driver if the mechanics cannot confirm the broken kart will be fixed within 10 minutes..

VIII - KART CHANGES:

a) Kart changes are not allowed before and after the race starts unless the kart is broken attested by one of the RD´s.

b) If a driver calls on an RD after the timed lap to INFORM that his kart is broken, he´s gambling his position. RD will lose time testing that kart to take a decision and delay the schedule. If the driver is right the kart will be fixed or substituted observing item VII a. The driver will hold his starting position. Doesn´t brake well or doesn´t handle curves to the right is a lack of performance. The kart is not broken. Someone else drove that kart in those conditions and you have to do it as well. If you find that contrary to the RD´s decision, the kart is a threat to your safety, we suggest that you drop out of the race and finish with a DNF. You can still drop the result.

If the decision is negative for changing karts the driver starts last and gets a **LIGHT TP.**

c) Changing Karts during the race is allowed. Driver may use his pit stop to effect the change, knowing that the kart change procedure will

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make his pit longer. Driver will be responsible for moving his ballast, his number plate installing it in the next kart drawn by the local RD.

IX - PIT-STOPS

- a) Every driver must perform a minimum of 2 (two) pit-stops during each 20 minute Qualifier race (= 23 laps) and the semifinals. For the final race three pit stops are required.
- b) Pit stop procedure will be explained in the first briefing session. PIT TIME will be 18 seconds
- c) Pit-stop are not allowed in the first lap and not in the last lap of the race. We will show a 3/2/1 laps to go sign to indicate you have to take your 2/1 pitstop(s) now if you haven't done them yet.
- d) Penalty for leaving the pits too soon:
 - < 1 second: Light TP
 - > 1 second: 1 lap
 - Penalty for not standing with the front wheels in between the designated lines: Light TP
- e) No one is allowed into the pit area unless invited by the local RD.
- f) If a full course yellow or a red flag situation occurs, the pit lane will be closed.

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1. Driver that do not perform the pit stop or his pit stop was not valid for whatever reason he gets a time penalty considering the average time lost for a pit stop added by a **HARD TP.**
2. **Touching into barriers at the pit entry/exit, or leaving the pit too early will cause a LIGHT TP.**

X - MATCH RACE:

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

- a) All drivers will draw a kart as done in every previous race.
- b) 16 drivers will be 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.
- c) Drivers will be lined up in pairs. Front row p1 and p16, Second row p8 and p9, third row p5 and p12, fourth row p4 and p13, fifth row p3 and p14, sixth row p6 and p11, seventh row p7 and p10 and finally the last row with p2 and p15.
- d) Drivers will stop in the designated area in their exact row, and will stop in the EXACT same place after they complete their timed laps.
- e) The local RD will release each driver for a timed lap in approximately 3 seconds interval. Drivers must be full in the throttle at racing mode. Any driver that interferes with the fast lap from a driver coming behind will



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start last. If the interference was caused to a driver from another shoot out the interfering driver will be dq´d and the shoot out from the driver that suffered the interference will be repeated. Just the two drivers, and just the specific lap where the interference occurred.

f) After the first timed lap is completed, the drivers must switch karts carrying their sensor, ballast and number plates. There will be a crew to help drivers. Drivers will repeat item “e” above for the second timed lap.

g) RD will receive the information from the timing crew of the driver who scored the lowest time after adding both timed laps. The winning driver will choose which of the two karts he wants to carry to the next shoot out. The driver that lost will be lined up in the grid for the final.

h) Drivers that lost will be lined up from p16 to p9 in the starting grid according to their standings position. As an example if p16 loses his shootout against p1 he will surely start the (semi)final last. If p1 loses to p16 then he will start 9th.

i) For the first match race you win, you get 1 point, for the 2nd match race you win, you get 2 points, for the 3rd match race you win, you get 3 points, and for the last match race you win, you get 5 points.

j) Match race for the final race will have a first round for drivers P17 to P24 to determine which final 4 will participate in the final race starting on grid positions P17, P18, P19, P20.. This will not count points. Then a second round will be done between P1 to P16 to determine the start grid of the final.

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k) If a Kart breaks down during the MR, a new kart will be drawn for the driver to start the race. Under no circumstances a shoot out will be restarted because a kart broke down. This is considered racing bad luck. If the driver still has the chance to continue in the MR after changing his kart, the crew will drive three laps to warm up that kart.

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 **STARTING LAST.**

XI - TIMING SYSTEM:

Timing system failure: Although timing system failures are rare on events such as KWC, we must be prepared 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 driver´s 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

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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:

Green Flag: Qualifying start, race start or any restart.

Yellow (local): A "local" yellow flag at a specific section of the track means there is an incident ahead, SLOW DOWN. Passing is not allowed. If a driver passes another under yellow by mistake, the passing driver must give the position back.

Yellow full course: Reduce your speed, passing is not allowed throughout the track.

Passing under yellow and not giving back the position is a HARD TP.

Blue: Pay attention, you are about to be overlapped. Waiving blue means pull aside and let the driver behind you pass for overlapping. You have two corners to do it.

Failing to let a driver overlap you in two corners will cause a LIGHT

PENALTY, failing to let a driver pass you in 5 corners is a HARD PENALTY.

Failing to let a driver overlap you in one complete lap will DQ FROM THE RACE AND BLACK FLAG.

Black Flag with an orange circle: You have received a time penalty. Time will be added to your finishing time according to the type of penalty you received. It is possible that a board with TP is shown instead of the flag.

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Orange Flag: Give back your position IMMEDIATELY your pass was not good. Orange flag is considered a WARNING. 2 times warning = Light TP

Red Flag: Race interrupted. Stop following RD's instructions.

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.

Failing to stop after being shown the black flag through 3 laps you are DQ'd FROM THE CHAMPIONSHIP.

Black and White Flag Warning. Two warnings in the same race causes a LIGHT TP.

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

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

XIII – DRIVER, PUBLIC CONDUCT:

a) Driver is supposed to be ready sitting in his Kart when the track official allows drivers to go for the warm up lap. If the driver is not there because his Kart was not available due to a problem beyond driver's control, the grid formation will not be started. If he's not there for his own fault he will not participate in the grid formation procedure and will start last, ahead of any other driver that received a penalty during the grid formation lap.

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b) 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.**

c) 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.

d) Race director will decide if the penalty is light or hard.

e) 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.
- Pressing another driver against the barriers if you can avoid it.

RD´s have the prerogative to choose what type of TP shall be established for a specific bad pass or bad defensive move. A driver that effects a bad

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pass and gives back the position before an orange flag was shown will escape a warning. A bad pass in which the passed driver lost more than one position will be punished by TP despite pulling off the throttle to give back the position. Still the gesture of pulling off the throttle will be considered when choosing the type of TP. Revenge moves will be punished with **HARD TP**.

e) **Any driver that repeatedly performs laps 7% slower than the leader a threat to other drivers and will dq the driver from that race. If the slow performance is repeated in a second race the driver will be DQ´d from the championship with no refund.**

f) Team members, relatives, friends, and public are entitled to cheer for their colleagues, but it 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.

Warning for aggressive gesturing during the race; DQ FROM THE RACE for cursing at another driver or race crew during or after the race; DQ FROM THE CHAMPIONSHIP for physical assault against another driver or race crew.

g) If a driver feels that a wrong decision has prejudiced his result, he should first observe these rules in order to be sure about his way of reasoning. After reading the rules he's confident that he has an issue, he shall submit a written protest indicating the incident, the round, race, and lap, accompanied by a Eur 50,00 fee. If the driver has his protest approved by the RD´s, he will receive his money back. If he doesn´t, he will lose the Eur 50,00 fee and will be unable to write other protests.

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- h)** Race directors will only discuss matters from the race round that has just ended.

- i)** Go Pro videos will only be accepted as proof when required by the RD´s. They are not supposed to analyze videos that have not been requested.

GOOD LUCK AND MAY THE BEST DRIVER WIN!