



Rules and Regulations

Individual Championship

INTRODUCTION

Dear drivers,

Thank you for participating, or your interest, in Kart World Championship.

You are now reading the rules that must be read and obliged by all participants and spectators before taking part in one or more of the race days. You are expected to understand and follow these rules at all times. Kart World Championship stands for respect, fair play, good manners and self-control.

Kart World Championship reserves the right to make changes to the regulations during the event if they are deemed necessary. Participants will be notified of this.

The timekeeping of the kart track that will be driven on is decisive. Kart World Championship cannot derive any rights from this.

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

Age restriction: Open to drivers who are at least 12 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 one weight class at 90 kilograms. Light drivers carry weight in kart to equalize them at 90 kilograms. The host track is equipped to take up to 20 kilograms of locally provided counterweights on the frame.

I - Events

a) **Number of races:**

Ten (10) races in total, including:

Eight (8) 20 minute Qualifier races 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.

One (1) 45 minute Final Race. The 24 top qualified drivers will advance to the Final Race.

b) **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, the day before the championship starts. Competitors are invited to join this draw. Know ahead of time your racing schedule for the week. Check the time schedule to find out the exact time and place.

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 one tactical element in each race. The tactical element will be a short cut made on the location described in the track info.

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c) **Semi-Final Race:**

The Top 48 drivers in points after the Qualifier Rounds (7 best results out of 8 races count) will advance to the Semi-Final and will be split into 3 groups of 16. This will be done via de snail division. The qualifying session and kart draw is defined by a match race detailed below on a specific article.

d) **Final race:**

The Top 24 drivers in points after the Semi-Finals will advance to the Final. The finalists in a meeting with the organizers & mechanical staff will choose 24 Karts and spare order to be set for the final Match Race. The Final is a 45 minute race, with 2 tactical elements required. Same starting rules.

II - Championships:

- 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 best 3 driver results of each team (max 4 drivers) in each qualifying round, the Semifinal and the Final. There is no drop result. Team that scores most points wins the championship.
- c) **Masters (40+) Championship:** Picks out of the overall standings drivers 40 years and older. The moment the first day of the championship starts the driver has to be 40 years old
- d) **Women Championship:** Picks out of the overall standings drivers for women
- e) **Junior Championship:** Picks out of the overall standings drivers for drivers 13 through 17 years old. The moment the first day of the championship starts and you turn 18 you cannot run the Junior category.
- f) **Nations Cup:** Separate event and rules.

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III – Point Scoring system:

Original points		
1 – 50 pts	11 – 28 pts	21 – 18 pts
2 – 45 pts	12 – 27 pts	22 – 17 pts
3 – 41 pts	13 – 26 pts	23 – 16 pts
4 – 39 pts	14 – 25 pts	24 – 15 pts
5 – 37 pts	15 – 24 pts	25 – 14 pts
6 – 35 pts	16 – 23 pts	26 – 14 pts
7 – 33 pts	17 – 22 pts	27 – 14 pts
8 – 31 pts	18 – 21 pts	28 – 14 pts
9 – 30 pts	19 – 20 pts	29 – 14 pts
10 – 29 pts	20 – 19 pts	30 – 14 pts

- a) DNS (Did Not Start) – zero points and may be used as a drop result
- b) DNF (Did Not Finish) – Scores minimum points and may be used as a drop result.
- c) DQ (Disqualification) – Scores zero points and result cannot be dropped.
- d) An additional 1 point will be scored by a drivers for pole position.
- e) 11 additional points may be earned during the Match Races, if you win one shoot out you get 1 extra point, if you win your second shoot out you get extra 2 points, if you win the third round you get an extra 3 points, finally if you win the final round you get an extra 5 points and a total throughout the Match Race procedure of 11 points and start on pole position
- 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) Any point ties will be broken by best race finishes. If an absolute tie happens the next tie breaker is the number of pole positions. If a tie remains the fastest registered lap time among the drivers throughout the championship will be the last untying criteria.

IV - Weight Class:

- a) All KWC Drivers will race in a single weight class, at 90 kilogram (in full racing equipment). Drivers are allowed to race overweight.
- b) Karts are equipped to take up to 20 kilogram of their own provided weight on the kart. Drivers with weight below 70 kilogram, will need to bring personal weights to make the 90 kilogram 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. The 8 drivers for the weigh-in will stay in their kart until being told to leave by race control. The areas are shown on the picture below. All other drivers can leave the pit area and are not able to check there weights after the race. Interfering with the weigh-in can result in a **warning or penalty**.



V - Racing Equipment:

- a) Race suit, full face helmet with visor, racing gloves and racing shoes are required. Visors have to be fully closed during hot-lap and race. Refusing to close your visor in one complete lap after notified by the race director is a warning. If the race director notifies the driver a second time and the driver still takes no action to close his visor, or fixing any other part of his racing attire, he gets a **medium time penalty**.
- b) Portable devices, such as phones or laptimers, with fixed steering wheel mounts are allowed at all times with the exception of the Match Races. The portable devices don't count as your personal weight and have to be removed before the weigh-in. Radio communications are not allowed at any time.
- c) External and internal cameras are allowed. Video footage will not be used as evidence but can be asked for by race directors if necessary.

VI – Race Start and End:

- a) Driver carrying more than 20 kilogram ballast may be accompanied by someone to help him fix his ballast. The helper must leave the pit area after the driver is seated or informed by race control.
- b) Drivers will be released out of the pits and will be stopped on track where a race director will stand with a red flag. It is allowed to overtake or let drivers by in this period. You can't fully stop on track, this will result in a last place grid penalty plus a **light time penalty**. Race official will send every driver away with gaps suitable to the track. Not respecting the race official of slowing down after been send away will result in **starting last and a medium time penalty**. From the moment you are send away by the race director you are allowed to overtake the person in front.
- c) It is not allowed to drive defensively or block another driver deliberately on a qualifying lap. If you do so, you start last and get a **light time penalty**.
- d) 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 one by one based on qualifying results. Drivers are not allowed to leave their karts after qualifying.
- e) Drivers will be lined up in a single file on the grid for the start. Pole sitter must keep a reduced speed until the start zone is reached. Brake checking is not allowed and will be penalized. Overtaking is only allowed after you cross the start/finish line. No moves are allowed before start/finish lines.

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- f) 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. Drivers will be weighed individually on the-scale (without kart) with all of the weights but without steering fixtures.
- g) 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) 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 as instructed by race control. Only rapid in track services are allowed. By rapid we mean less than 90 seconds delay on race start.
- 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 at briefings will result in a penalty:

Once = Warning carried to the race

Twice = starts last.

- 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 operator will decide the kart draw via a random system. The operator will inform how it works and will show the kart draw results.
- e) 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.
- 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.

VIII - Kart Changes:

- a) Kart changes are not allowed before and after the race starts unless the kart is visually broken attested by one of the race directors.
- b) If a driver calls on an race director after the timed lap to inform that his kart is broken, he's gambling his position. The race director 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 on those conditions and you have to do it as well. If you find that 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 **medium time penalty**.
- c) Changing Karts during the race is allowed. Driver will be responsible for moving his ballast, his number plate and install it in the next kart drawn by the local race director.

IX – Tactical element:

- a) Every driver has to perform a shortcut during the race. Only the final race will include 2 shortcuts
- b) Shortcut can't be used on the first and last lap. A sign on start/finish line will indicate when it's the last possible moment to perform the tactical element.
- c) Not performing the shortcut will result in a **medium penalty**.
- d) You can't crash into the walls on the shortcut. If this is spotted by a race director you will receive a penalty. Touching the wall is allowed but crashing or moving them will be penalized.
- e) Shortcut can be closed in case of a yellow flag at the entry or exit for safety measures. In case of someone not being able to take the tactical element because of a yellow flag the medium penalty will be removed. If drivers are stuck in the tactical element because we close the exit its considered bad luck. We only close it if its not safe for the trackcrew to work at pit exit.

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- f) The driver on the track always has the preference of way. In case of a crash the driver exiting the shortcut will always be the one to blame and will receive a penalty to be determent by race direction.

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 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 scored the lowest time after adding both timed laps. The wining 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 shoot out against p1 he will surely start the semifinal last. If p 01 loses to p16 then he will surely start 9th.

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- i) Every time a driver wins a shootout he makes extra points according to the rules.
- j) Match race for the final race will have a first round for drivers p9 through p24 to determine who will meet p1 through p8. This will not count points
- 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 shootout 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.

XI - Timing System:

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 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.

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XII - Flags:

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

Yellow (local): A "local" yellow flag at a specific section of the track means there is an incident ahead, slow down and raise your hand. Passing is not allowed. If a driver passes another under yellow by mistake, the passing driver must give the position back. Green flag will be shown at the end of the yellow zone. You can fully accelerate the moment you pass the green flag and not when you see it.

Yellow full course: Reduce your speed, passing is not allowed throughout the track. Green will be shown but same as stated for the local yellow flag.

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 three corners to do it.

Black flag with orange ball: You have a mechanical defect on your kart. Enter the pits as soon as possible to change your kart.

Red Flag: Race interrupted. Stop immediately and follow instructions by race officials.

Orange flag: You made a bad move on someone and have to give back the position.

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. If you don't exit in three laps you are disqualified from the championship. Interfering in the race after receiving will result in a harder penalty being determined by the race directors. The head marshal can decide to take extra measures to remove the driver off the track, like a full course yellow, pace kart or red flag.

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

Warning board: Your race number will be shown on the board and will result in a warning. A second warning will result in a time penalty.

Time Penalty board: Your race number will be shown on the board and will result in a time penalty. The amount of seconds will not be shown and can be looked up in the online penalty sheet. This will be updated during/after every race.

XIV - PENALTIES:

For KWC we have multiple time penalties. Race director will decide if the penalty is light, medium or hard:

Light – Add 5 seconds to the finishing time.

Medium – Add 10 seconds to the finishing time

Hard – Add 30 seconds to the finishing time

Before/after the race:

- **Not being present at briefings will result in a penalty**
Once - Warning carried for the next race
Twice - Starts last for the next race
- **Failing to remain in the kart after the race**
Warning for the race
- **Driver must remove their number plate, remove and store their weights after the race**
Warning for the race if not removed
- **A driver is found underweight**
0,01 – 1 kg: Medium time penalty
1,01 – 3 kg: DQ from the race.
3,01 kg or more: DQ, from the race and lose 10 grid positions into the next race

If the same driver is caught a second time underweight he will be disqualified from the championship

- **Drivers that are found to be underweight and helped a teammate during the race by pushing him on the straights**
Race direction has the right to punish both drivers with all sorts of penalties stated in the rules depending on the situation
- **Forgetting or refusing a weight check when asked by track officials**
DQ from the race

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- **Keeping track weights for exclusive use**
10 position grid penalty on the next race.

During the race:

- **Fully stopping on track during qualifying**
Starting last and light time penalty unless a crew member testifies that kart was broken
- **Not respecting race official or slowing down after been send away during qualifying**
Starts last and gets a light time penalty
- **Blocking another driver during qualifying**
Starting last and gets a light time penalty
- **Overtaking before start**
Light time penalty
- **Speeding during yellow flag**
Hard time penalty
- **Speeding in the pitlane**
Hard time penalty
- **Speeding in the pit lane and either hitting or endangering the crew or any other person in the pit lane**
DQ from the championship
- **Ignoring blue flags**
Failing to let a driver overlap in three corners – Light time penalty
Failing to let a driver overlap in five corners – Medium time penalty
Failing to let a driver overlap in one complete lap – DQ from the race

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- **Bad passes:**

Driver should be aware that he should never use the front bumper touching another driver during a pass. Marshalls tend to use the following criteria as following:

Bad pass and pull out to give back the position before getting an orange flag - Warning

Aggressive pass on the limit of acceptable – Warning

Orange flag is not obeyed – Medium time penalty

Bad pass and driver overtaken loses the one single position – Orange flag

Bad pass and driver overtaken loses 2 positions – Light time penalty

Bad pass and driver overtaken loses 3 to 5 positions – Medium time penalty

Bad pass and driver overtaken loses more than 5 positions – Hard time penalty

- **Revenge move**

Hard time penalty

- **Passing under yellow flag and not endangering anyone**

Give back the position

- **Passing under yellow flag and not giving back the position**

Give back the position

- **Passing under yellow flag and not giving back the position**

Give back the position

- **Receiving multiple time penalties in one race**

DQ from the race

- **Failing to stop after being shown the black flag**

DQ from the championship

- **Driving on the dirty part of the track during matchraces**

Starting last for the race and losing the right of kart choice

- **Trying to change kart settings or remove performance weights**

DQ from the race

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- **Aggressive gesturing during or after the race to competitors or race directors**
DQ from the race
- **Physical assault to competitors or race directors**
DQ from the championship
- **Signing to teammates to encourage a revenge move**
First time: DQ for the next race
Second time: DQ for the championship

XIV – 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.
- b) Driver is supposed to drive with both hands in the steering wheel, and both feet on the pedals. Complaining by letting one or two hands of the steering wheel can result into a warning or penalty. You are not only endangering yourself if you lose control but also race control, fellow competitors or damaging the kart or track. He's not allowed to touch any other part of the kart.
- c) Race directors will consider bad passes and has the 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 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.

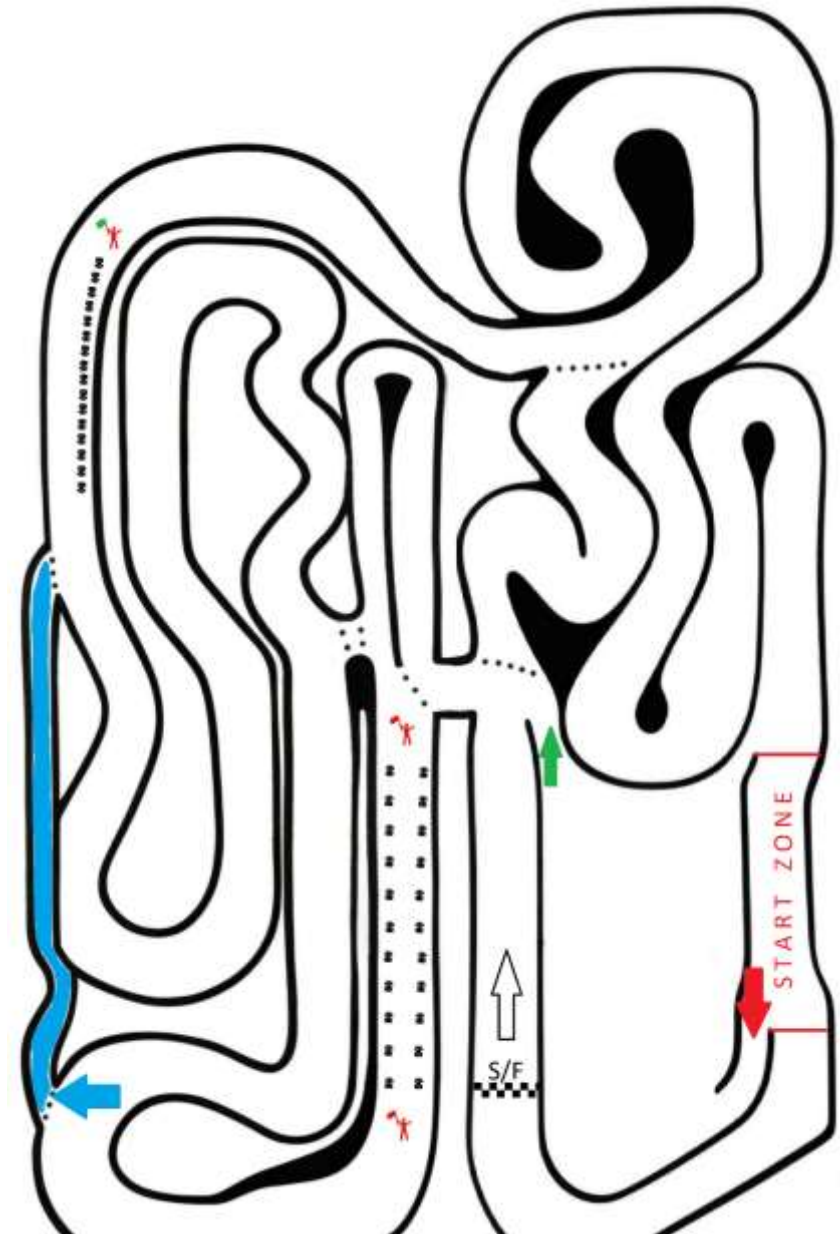
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- e) Any driver that repeatedly performs laps 7% slower than the leader a threat to other drivers and will DQ the driver from that race. If the slow performance is repeated in a second race the driver will be DQ'd from the championship with no refund.
- 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.
- 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 reason. 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 diver 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.
- h) Race directors will only discuss matters from the race round that has just ended. Any aggressiveness in the conversation can result in a warning/penalty so behave and talk on a normal way.

**GOOD LUCK, RESPECT EACHOTHER, KARTS, TRACK
AND RACE CREW. MAY THE BEST DRIVER WIN!**

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XV – Track info Normal direction:



Leave the pits for quali: Green arrow, drive to marshall with green flag, top left of the map

After checkered flag qualifying: Stop at marshall with red flag, bottom left of the map

Grid formation: Stop at marshall with green flag

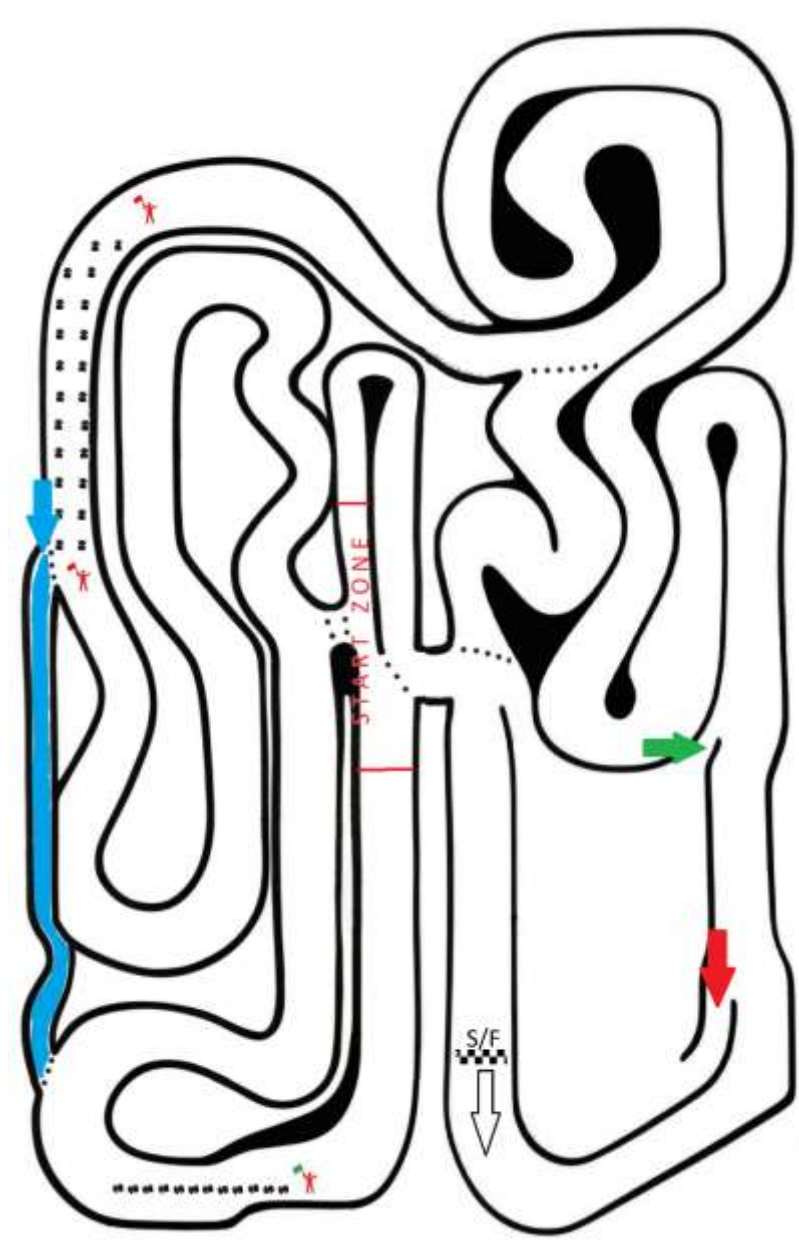
Start: You can accelerate in the start zone

Entry tactical element: From the blue arrow you enter the tactical element

Finish: Straight into the pits at the red arrow

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XVI – Track info Reverse direction:



Leave the pits for quali: Green arrow, drive to marshall with green flag, bottom left of the map

After checkered flag qualifying: Stop at marshall with red flag, top left of the map

Grid formation: Stop at marshall with green flag

Start: You can accelerate in the start zone

Entry tactical element: From the blue arrow you enter the tactical element

Finish: Straight into the pits at the red arrow