



Rules and Regulations

Nations Cup

INTRODUCTION

Dear drivers,

Thank you for participating, or your interest, in Nations Cup.

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 always understand and follow these rules. 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 before 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 n.overveld@gmail.com or via a national qualifier organiser who can communicate with you or translate for you to your native language.

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I – TEAMS

Up to 32 teams with 2 to 4 drivers each.

Teams can settle the payment via Poul Hornemann. Please contact Poul via poul@kwcsports.com.br

Once we receive your entry and payment, we will officially announce your team online. Payment must be made before Friday 24th of July 1PM GMT+1. If not the next team on the reserve list will take the spot. They will be contacted by the organizer and must complete payment within 6 hours. If not, the next one will be contacted and so on.

II – TEAM DRIVERS

At least two drivers with a maximum of four drivers. Every team must have a team captain. It is not mandatory that the team captain is a driver. A driver can only drive for one team. At least 50% of the drivers must be from the represented country/state. Children under 13 years old are not allowed to participate unless they get a waiver from the kart track and race director.

III – TEAM NAME

It starts with the country identification and then a maximum of 20 digits for team name. Team names can be asked to be changed by the organization because of insulting, racist or political statements.

IV – DRIVERS MINIMUM WEIGHT

Every driver must weigh 90 kilograms when he leaves the kart. Non-fixed equipment, like lap timers, will not be considered as personal weight. Kart track can provide up to 20 kilograms of ballast to be fixed into the karts. Drivers may bring personal weight and must have those weights approved by the race director.

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V – SIGN UP PROCEDURE

Team captain will sign up for the team informing.

1. His contact data.
2. The country the team will represent. At least 50% of the drivers in the team must be nationals (passport holders) of the represented country.
3. Team name. The first name will always be the country. Teams may have another two names.
4. Team captain will receive contact through WhatsApp or e-mail requesting payment of the entry fee.
5. At this point the team captain will not be able to register the drivers. After the team registration is paid for, the team will be confirmed in the entry list, and the captain will be able to submit the team line up describing the chosen drivers with their KWC code.
6. The limit date to insert or change drivers is July 24th at 20:00 local time. After this time the system will close, and no changes will be allowed.
7. Once payment is made there is no refund, so please be sure before you sign up and pay.

VI – RACE LAYOUT

Nations Cup will be divided into two races per team. Each team will race a 2-hour race on Saturday July 25th, and a 4-hour race on Sunday July 26th. Total time driven by a team will be 6 (six hours).

The 32 teams or less will be divided into two groups through a draw that will take place Saturday the 25th at 09:30 am. It is possible that one group has one team more than the other if we have an odd number of teams. Nations Cup briefing will take place at 15:00 on Saturday July 25th. Group A will race semifinal A starting at 15:35 with a five-minute grid formation session. Race starts at 15:45 and ends at 17:45. Group B will race for semifinal B starting at 18:00 with a five-minute grid formation session. Race starts at 18:10 and finishes at 20:10.

The top qualified 8 teams from each semifinal will advance to Final A. Teams that finish P9 through P16 will advance to Final B. Sunday there will be a briefing held at 11:00. Final B starts at 11:35 with a five-minute grid formation session. Race starts at 11:45 and ends at 15:45. Final A starts at 16:00 with a five-minute grid formation session. Race starts at 16:10 and finishes at 20:10.

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VII – GRID FORMATION

A qualifying session of five minutes will determine the grid.
The same driver that runs in this session will have to start the race.
The pitlane will be closed during the session for driver changes.
Kart changes will not be allowed during the grid formation session.

If an accident during the grid formation session happens and one or more karts break down, kart changes will be allowed but the driver that caused the accident will be substituted for race start and the team will receive a 40 second penalty to be served in the track.

If a driver requires a kart change after the timing session claiming his kart is broken, he is gambling. The official test driver will drive the kart and decide if it's suitable for racing or not. From there one there are two possibilities that can happen:

1. If the kart is in fact not suitable to start the race, it will be substituted by a draw inside the pit area. It isn't mandatory that the driver or a teammate is present at the draw. It is mandatory that the drawing is done in front of at least two witnesses. Recorded laps will be used for starting grid position. Driver will not be allowed to restart his grid formation procedure nor test the new kart. Tires will be warmed rapidly by the test driver.
2. If the test driver says the kart can race the team keeps the kart, starts last and will receive a hard time penalty to be served during the first ten laps.

VIII – PRIZE

Three best teams from Final A will earn trophies for each driver, and the drivers from the winning team will be exempt from paying next year's Nations Cup. These are untransferable. Three best teams of Final B will receive medals for each driver.

IX – CHRONOGRAM

According to the chronogram.

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X – SAFETY AND EQUIPMENT

Every driver must wear a helmet, race suit, racing shoes, and gloves. Karting helmets only. Motorcycle helmets are not allowed. Drivers are allowed to use radios; lap timers and Go Pro Cameras fixed to their helmets. If the mounting system fails or cables are determined unsafe by the race director, the driver will have to enter the pit lane. This counts as a valid stop. Only if the team did all their mandatory stops this will result in an extra stop

If a driver is found to be driving constantly 7% higher lap times than the leader, he will be removed from the track for safety reasons. Another driver from the team can replace the driver. This counts as a valid stop. Only if the team did all their mandatory stops this will result in an extra stop

XI – KART DRAW

According to the chronogram.

XII – RACE START

LE MANS style

During the start a teammate can hold the kart. No pushing or touching the accelerator is allowed by the teammate. If spotted the team will receive a hard penalty. The race director has the right to review the start on camera or other devices only provided by the marshalls. No videos of spectators or drivers will be used.

Teammates will remove themselves from the track as soon as possible into the designated exit. Not being on time or ignoring the exit call will result in a penalty determined by the race director.

XIII – BALLAST

Every driver must weigh a minimum of 90 kilograms

If a driver, when leaving his kart is found to be under the established minimum weight in up to 1 Kg he will receive a 60 second time penalty.

If the difference is higher than 1 kilogram then the team will receive a five-minute penalty.

If lack of weight above 10 kilogram is found the team is disqualified from the event.

If a driver is found extremely underweight and uses this situation to push another team into driving faster laps, both teams will be disqualified from the event.

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XIV– DRIVER & KART CHANGES

Every time a driver comes into the pit, he must change driver and kart.

a. **Drivers changing order**

Semi Final races: Drivers will be called in considering the starting grid. Teams that started last will be called in first.

Final races: Free choice for each team. Minimum driving time per driver is 30 minutes. Maximum stint per driver is one hour and fifteen minutes.

b. **Mandatory number of stops:**

Every team must perform at least 3 stops in the semifinal races and 4 stops in the final races. There is no maximum number of stops.

c. **Kart and driver changing procedure:**

Always raise your hand when you intend to enter the pit. When a driver comes into the pit to affect a kart and driver change, a crew member will allow the next driver to come in and draw the new kart from a line with 2 or 3 karts. After the draw, the new driver coming in will fix his ballast, while the driver coming out will hand him the number plate and the kart sensor. Then he may come back and weigh himself. The new driver will slowly leave the kart changing area and will wait until the mandatory stopping time is done. When leaving the pit respect the preference of the driver on the racing line.

d. **Penalty for invalid pitstop**

If a team performs a stop short of the mandatory time the team will receive a penalty. If the advantage is less than 5 seconds the team will receive a medium penalty. If the advantage was 5 to 10 seconds the team will receive a hard penalty. If the advantage was more than 10 seconds the stop will be invalidated as a mandatory stop.

e. **Pit open/pit closed**

Pit will only open five minutes after the race start. The pit will be closed 15 minutes before the checkered flag. Drivers will be shown the 5 laps to go sign at 22 minutes before the end for a period of 2 laps. In case of rain the race director is able to show the sign earlier according to the laptimes. The sign meaning the teams that choose to make their changes towards the end of the race must be aware that they run the risk of finding the pit closed.

Pit will be closed during a red flag situation.

f. **Lack to perform the mandatory amount of stops**

Team is disqualified from the event

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g. Penalties

All penalties are served in the track. If a penalty is shown in the last 15 minutes of the race, the penalty plus X seconds will be added to the finish time at the end of the race.

XV – MALFUNCTIONS OR BREAKDOWN

If a driver finds that his kart has some kind of mechanical malfunction he shall proceed to the kart changing area and proceed as a normal kart change. No pushing will be allowed by other drivers to reach the pits. If a kart reaches the pits with a turned-off engine because of no fuel both teams will receive a penalty being determined by the race director. If it is just one team they will receive a medium time penalty. If a driver breaks down his kart in the track and is unable to continue, he must stand by his kart in a safe position towards other drivers in racing mode. Yellow flags should diminish the risk, as drivers close to the incident are aware that no passing is allowed and speed must be reduced. A crew member will bring a spare kart that will allow the driver to safely proceed to the pit and effect a kart change. It is not allowed to continue in the spare kart. This stop counts as a kart change. If a team already performed the amount of mandatory stops this will result in an extra stop.

XVI – FLAGS

We will have as many marshals and flagmen as necessary all spreaded out and equipped with radio transmitters. They will do their best for a fair result. The following attitudes will be punished accordingly

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. Be ready to stop if needed. Passing is not allowed. If a driver passes another under yellow by mistake, the passing driver must give the position back. You can fully accelerate the moment you pass the incident and not when you see it. Speeding in the zone from the flag till the incident can result in a punishment determined by the race director. No discussion or review is possible if receiving a penalty because of endangering race directors, marshals or other staff members.

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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. Speeding during a full course yellow can result in a punishment determined by the race director. No discussion or review is possible if receiving a penalty because of endangering race directors, marshals or other staff members.

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. Blue flags are only shown in the last 15 minutes of the race to the top 5 teams in the standings.

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 must 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 race. 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 the race.

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XVII – PENALTIES

For Nation Cup we have multiple time penalties. Race director will decide if the penalty is light, medium or hard. Penalties will be served in the track at the shortcut area and will be added by X seconds for gaining time by cutting the track.

Light – 10 second stoppage penalty plus X seconds

Medium – 30 second stoppage penalty plus Xseconds

Hard – 60 second stoppage penalty plus X seconds

Before/after the race:

- **Not being present at briefing**
Hard time penalty
- **Failing to remain in the kart after the race**
Light time penalty
- **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
- **Keeping track weights for exclusive use**
Warning for the team
- **Getting two warning flags/orange flags in less than 15 minutes**
Medium time penalty

During the race:

- **Fully stopping on track during qualifying**
Starting last unless a crew member testifies that kart was broken
- **Intentionally blocking another driver during qualifying**
Starting last and gets a medium time penalty
- **Jumpstart**
Medium time penalty
- **Speeding during yellow flag**
Minimum Light time penalty as decided by race directors
- **Crashing in a yellow flag zone**
Minimum Light time penalty as decided by race directors
- **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 race
- **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 follows:

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

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- **Revenge move**
Hard time penalty
- **Leaving the track and gaining an advantage**
Minimum Light time penalty as decided by race directors
- **Unsafe rejoining of the track**
Minimum Light time penalty as decided by race directors
- **Forcing a driver of the track/into the barriers**
Minimum Light time penalty as decided by race directors
- **Unintentionally passing under yellow flag and giving back the position**
No penalty
- **(Un)intentionally passing under yellow flag and not giving back the position**
Hard time penalty
- **Orange flag decision by race director but couldn't be applied during race**
Swap position after race in results
- **First double lane change**
Warning
- **Two double lane changes**
Light time penalty
- **Receiving multiple time penalties in one race**
If one driver/team behaves in an over aggressive manner and receives more than one time penalty in a 10-minute period the team will be black flagged and removed from the race. The team will be allowed to rejoin the race with another driver. The stop will not be valid as a regular stop. If the new driver also receives a time penalty in less than 15 minutes after he rejoined the race, the team will be black flagged again and not allowed to continue in the race.
- **Obviously touching the kart of a rival for beneficial purpose**
DQ from the race
- **Failing to stop after being shown the black flag**
DQ from the KWC event for the driver only

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- **Trying to change kart settings or remove performance weights**
DQ from the race
- **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 KWC event
- **Signing to teammates to encourage a revenge move**
First time: DQ from the race
Second time: DQ for the KWC event

The perfect race is a race with no penalties and the desire of all teams involved. The perfect storm is a race full of penalties and interventions. Keep in mind that nobody gains with this second option. Drivers, race directors, organizers and the public in general want to see a clean race. Race director has the right to interpret any maneuver, to aggravate punishment or to allow a certain maneuver according to race situations. Most calls are decided by the group of marshals. Difficult decisions will be most likely decided after the race, including the involved driver's testimony and point of view. Keep in mind that arguing at an educated level and respectability is the first issue to study a call change. The organization has determined to the marshals that any kind of rough and uneducated complaints shall not be reviewed no matter if it was a wrong or a correct call. These rules may be slightly changed to adapt to kart track conditions. Any changes to these rules will be communicated in the briefing. Be present at the briefing with the team or the team captain.

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