Rules and Regulations

Cadet 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 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 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 n.overveld@gmail.com or via a national qualifier organisor who can communicate with you or translate for you to your native language.

All information about penalty sheet, qualifying shoot-out, draw or additional info can be found at www.linktr.ee/kartworldchampionship

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Indoor Kart World Championship
KWC Rules, Regulations & General Info

KWC KART WORLD CHAMPIONSHIP

VANDELGOKART PASSION IS OUR FUEL

Version 2.0 d.d. 16th April 2026 - NvO

Age restriction: Open to drivers 9 through 13 years old on 27th of July 2026. Drivers must be approved by a local KWC representative, bring parent consent and be accompanied by an adult at all times.

Weight restriction: Cadet has a one weight class at 65 kilograms. Light drivers carry weight in kart to equalize them at 65 kilograms. The host track is equipped to take up to 20 kilograms of locally provided counterweights on the frame.

I - Event

a) **Number of races:**

Five (5) races in total, including:
Four (4) 18-minute Qualifier races for all drivers.
One (1) 30-minute Final Race. All 18 drivers will advance to the Final Race.

b) **Qualifier Rounds:**

Each qualifier round will be preceded by a single lap qualifying session. Driver with the fastest lap will start from pole. If laptimes are tied, the timing system will be leading to determine the start grid.

Grid will be set with a single file, rolling race start. No overtaking is allowed until you cross the start-finish line. Each race will hold a tactical element. The tactical element will be informed before the event in the track specific rules.

a) **Final race:**

The Top 18 drivers in points after will advance to the Final. The finalists in a meeting with the organizers will choose 18 out of 22 karts to be set for the final Match Race. Drivers can choose out of those 22 karts. The Final is a 30-minute race, with 2 tactical elements required. Same starting rules as stated in the track specific rules

II – Point Scoring system:

Original points		
1 – 50 pts	11 – 18 pts	
2 – 43 pts	12 – 16 pts	
3 – 38 pts	13 – 14 pts	
4 – 34 pts	14 – 12 pts	
5 – 30 pts	15 – 10 pts	
6 – 28 pts	16 – 10 pts	
7 – 26 pts	17 – 10 pts	
8 – 24 pts	18 – 10 pts	
9 – 22 pts		
10 – 20 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 for the Qualifier rounds.

e) 12 additional points can be earned during the Match Races. If a driver enters the next round the driver will receive points according to the following scoring:

Round 1	18 drivers	0 points
Round 2	16 drivers	0 points
Round 3	8 drivers	1 additional point
Round 4	4 drivers	2 additional points
Round 5	2 drivers	4 additional points
	Winner	5 additional 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) 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. If laptimes are tied the second, third, fourth and so on will count.

III - Weight Class:

a) All KWC Drivers will race in a single weight class, at 65 kilogram (in full racing equipment). Drivers are allowed to race overweight.

b) Karts are equipped to take up to 20 kilogram in the weight boxes provided on the side of the kart with weight by the track. Because of ballast of performance on the kart only 20 kilogram is allowed. Ballast of performance can be added with a maximum of 10 kilogram in the weight box on the side of the kart. Drivers with weight below 45 kilogram, will need to bring personal weights to make the 65 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) Removing performance weights will be penalized according to the rules.

d) After the last round, before starting the semifinal, and before the finals the organizers have the right to change the ballast of performance to level the karts.

e) 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 weighing after races. Drivers who finished in the top 5, and 2 random drivers indicated by the local RD must line up separately for weighing. The 7 drivers for the weighing will stay in their kart until being told to leave by race control. All other drivers can leave the pit area and are not able to check their weights after the race. Interfering with weighing can result in a **warning or penalty** decided by the race director.

IV - Racing Equipment:

a) Race suit, full face helmet with visor, racing gloves and racing shoes are required. If spotted by the race director that the driver doesn't wear the correct racing attire on track can result in a warning for the race. The organizers strongly suggest closing the vizor or leaving a little gap for air to slip in. Opening the vizor fully can result in injuries.

b) In case of outdoors: It is mandatory to wear a clear, yellow, orange or pink visor when artificial lights are on or in case of rain. A sign or announcement will be given to indicate a dry or wet race.

c) Portable devices, such as phones or lap timers, with fixed steering wheel mounts are always allowed except for the Match Races. The portable devices don't count as your personal weight and must be removed before weighing in. Radio communications are not allowed at any time.

d) External and internal cameras are allowed. Video footage will not be used as evidence but can be asked for by race directors if necessary.

e) During the briefing the start number will be handed to the driver. Start number must be fitted to the kart by the driver. Failing to remove it can result that it will be removed by a staff member and can be lost. It is not up to the organization to keep track of the start numbers. Without a start number a driver can't start the race.

V – 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. After the race is finished the helper can enter the pitlane via the exit to help but only after approval of a staff member. Adding weight on purpose will result in a penalty determent by the race director.

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. Race officials will send every driver away with gaps suitable to the track. Not respecting the race official of slowing down after being sent away will result in **starting last and a medium time penalty**. From the moment you are sent 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 **medium time penalty**. Qualifying will not be restarted but the blocked driver can drive a lap on his own.

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.

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 the weights but without steering fixtures.

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

VI – 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 must be taken to the garage for service, the driver must draw one of the spare karts as instructed by race control. Only rapid 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.

c) To minimize luck & bad luck in 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 on the kart draw via a random system. The operator will inform us how it works and will show the kart draw results.

e) Drivers may leave the briefing room after being released by the organizors and may line up to enter the pit area. Entering the kart will only be allowed when notified by the race director.

f) If a drawn kart brakes down during the previous race and after the draw in the briefing session, a new kart according to the spare order.

VII - 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 a race director after the timed lap to inform him that his kart is broken, he´s gambling in 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 are a lack of performance. The kart is not broken. Someone else drove that kart on those conditions and you must 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 installing it in the next kart drawn by the local race director.

d) The defective kart will be repaired as quickly as possible and used again immediately back to the original kart draw.

e) Before the start of the semi-finals and final, the organization reserves the right to re-evaluate the relative differences between the karts and possibly change the ballast blocks. This will be done before the kart draw/pick, and published, so there will be no (dis)advantage for anyone.

VIII – Tactical element:

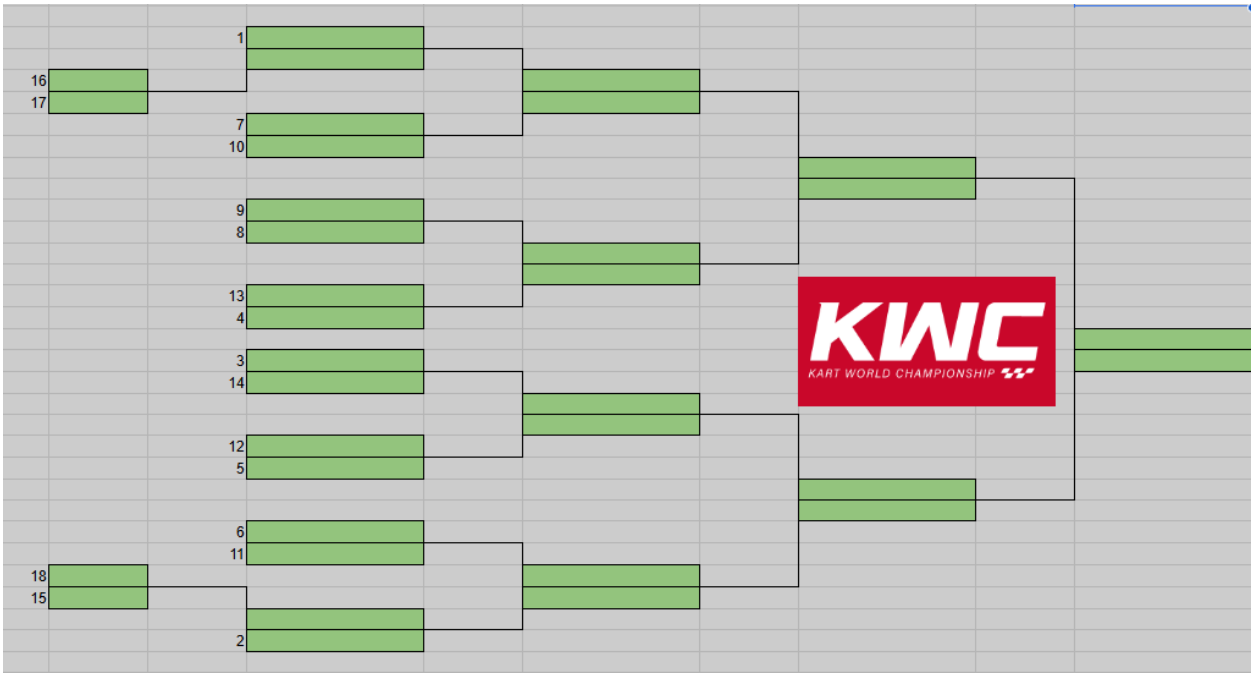
a) Will be decided a couple of weeks before the event. All drivers will be informed before the event so they can prepare via the track specific rules.

IX – Match Race Finals:

Match races are used to determine the grid formation and kart assignment for the final.

a) All drivers will choose a kart as done in every previous race.

b) 18 drivers will be placed in a Tennis match style shoot out based on their positions in the standings.



c) Drivers will be lined up in pairs.

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 race director will release each driver for a timed lap in an interval suitable to the track and number of drivers. 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) Race director will receive the information from the timing crew of the driver 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 in the starting grid according to their standings position.

i) Every time a driver wins a shootout he makes extra points according to the rules.

j) If a kart breaks down during the match race, a new kart will be drawn for the driver to start the match race. If the driver still has the chance to continue in the match race after changing his kart, the crew will drive three laps to warm up that kart. Breaking the kart on purpose will result in a penalty determined by the race director

X – Aborting the race:

Although timing system failures are rare at events such as KWC, we must be prepared if it happens. Also red flags can be shown in case of accidents or weather.

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. If a red flag is shown before 75% is completed the race will be half the original time. Results of qualifying will be the starting position of the restarted race. The race will start with the same procedure as a normal race start. All overtakes and use of the tactical element will be deleted. Time penalties or under investigations will stand as they are. The mandatory use of the tactical element will be decided by the race director if you must complete it or not after the restart. Drivers will be informed by the race director. The use of the tactical element if the race director decided no tactical element can be used will result in a hard time penalty or DQ decided by the race director.

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, average time lost or gained by the tactical element will be added or deducted plus or minus 2 seconds depending on the rejoining of the track. This will be final for system failures and a red flag.

c) If over 75% was completed and no results from the timing can be recovered, then a new race obeying the original race start with half the time will be started. Results of qualifying will be the starting position of the restarted race. The race will start with the same procedure as a normal race start. All overtakes and use of the tactical element will be deleted. Time penalties or under investigations will stand as they are. The mandatory use of the tactical element will be decided by the race director if you must complete it or not after the restart. Drivers will be informed by the race director. The use of the tactical element if the race director decided no tactical element can be used will result in a hard time penalty or DQ decided by the race director.

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 & Signs:

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.

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 pulling aside and letting the driver behind you pass for overlapping.

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 the track in three laps you are disqualified from the championship. Interfering in the race after receiving it will result in a harder penalty being determined by the race directors. The race director 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 number of seconds will not be shown and can be looked up in the online penalty sheet. This will be updated during/after every race.

XII - 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

Multiple time penalties can be awarded in one action on track so be aware. Cutting the track, and an unsafe rejoining of the track can be issued at once. Or a bad overtake and by doing that forcing a driver into the wall can be rewarded with two penalties. These will count as two penalties and the third penalty will result in a disqualification.

Before/after the race:

1. **Failing to remain in the kart after the race**
   Warning for the race

2. **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

3. **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

4. **Forgetting or refusing a weight check when asked by track officials**
   DQ from the race

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

Qualifying session

6 **Fully stopping on track outside of the driving line during qualifying session**
Starting last and a light unless a crew member testifies that kart was broken

7 **Slowing down after being sent away by race official for qualifying procedure**
Starting last and a medium time penalty

8 **Intentionally blocking another driver during qualifying**
Starting last and a hard time penalty

9 **Driving on the dirty part of the track during match races**
Starting last for the race and losing the right of kart choice

10 **Unsafe rejoining of the track after spinning off/on the track**
Warning or time penalty as decided by race directors

During the races

11 **Overtaking before the start and gaining one position**
Medium time penalty

12 **Overtaking before the start and gaining multiple positions**
Hard time penalty

13 **Speeding during yellow flag**
Hard time penalty

14 **Unintentionally passing under yellow flag and giving back the position**
Warning

15 **Intentionally passing under yellow flag and not giving back the position**
Hard time penalty

16 **Leaving the track and gaining an advantage**
Minimum Light time penalty as decided by race directors

17 **Unsafe rejoining of the track**
Minimum Light time penalty as decided by race directors

18 Forcing a driver of the track/into the barriers
Minimum Light time penalty as decided by race directors

19 Speeding in the pitlane
Hard time penalty

20 Speeding in the pit lane and either hitting or endangering the crew or any other person in the pit lane
DQ from the championship

21 Ignoring blue flags
Failing to let a driver overlap in an acceptable number of corners – Light time penalty
Failing to let a driver overlap in one complete lap – Hard time penalty
Failing to let a driver overlap – DQ from the race

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

23 Aggressive pass on the limit of acceptable
Warning

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

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

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

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

28 Orange flag decision by race director but couldn't be applied during race
Swap position after race in results

29 Revenge moves
Hard time penalty

30 First double lane change
Warning

31 Two double lane changes
Light time penalty

32 Receiving 3-time penalties in one race
DQ from the race

33 Trying to change kart settings or remove performance weights
DQ from the race

34 Obviously touching the kart of a rival for beneficial purpose
DQ from the race

35 Aggressive gesturing during or after the race to competitors or race directors
DQ from the race

36 Physical assault to competitors or race directors
DQ from the championship

37 Failing to stop after being shown the black flag
DQ from the championship

38 Signing to teammates to encourage a revenge move
First time: DQ for the next race
Second time: DQ for the championship

XIII – Driver, Public Conduct:

a) Race officials reserve the right to impose further penalties at their sole discretion.

b) Driver is supposed to be ready sitting in his kart when the track official allows drivers to go for the out 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.

c) 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 in a warning or penalty. You are not only endangering yourself if you lose control of the kart but also race control, fellow competitors or damaging the kart or track. Recognizing and admitting you are overtaken is a sign of sportsmanship and the rest of the race is yours to try to regain the position.

d) Race directors will consider bad passes and have 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.

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/grass if you can avoid it.

f) 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.

g) 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 race directors. A driver may be punished on the track because of his teams or fans lack of conduct.

h) If a driver feels that a wrong decision has prejudiced against his result, he should first observe the rules to be sure about his way of reason. After reading the rules the driver/parent can submit a written protest indicating the incident, round, race, lap, accompanied by a EUR 50,00 fee. If the driver has his protest approved by the race direction, the driver will receive his money back. If the driver doesn´t, the driver will lose the EUR 50,00 fee. The money will go to a charity determined by the organizors.

   The defending party will be notified and is able to defend his case to hear both parties. After the verdict the case is closed, and no further protests are possible.

i) 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.

j) We will apply the rules strictly from the first corner of the first race onwards. We will take the marshaling very seriously, as serious as we want the drivers to follow the rules. Championships are won based on consistency and driving clean intelligent races.

   Take note that we are extra strict in the opening lap of the race when the pack of karts is all bunched up. When attempting an overtake, these should be correct and consider that all karts are very close together. You can lose your race on the first lap, not win it.

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