

Regulations Formula Karting 2022



Valid for the Championships:

Formula Karting Benelux

NK Huurkarten (Pro/Junior/Heavy)

Formula Karting Nederland - Beginner

Formula Karting Belgium (70k/90k)

Updated last: June 22nd 2022

Introduction	3
Art. 1) Calendars 2022 and associated rules	4
Art. 2) Registration conditions	6
Art. 3) Racing gear	6
Art. 4) Weight	6
Art. 5) Weight-check	7
Art. 6) Strategic elements	7
Art. 7) Start of de race	8
Art. 8) Finish of de race	8
Art. 9) Qualification	8
Art. 10) Overtaking	9
Art.11) Defending	9
Art. 12) Kart changes	10
Art. 13) Flags and penalties	10
Art. 14) Points count	13
Art. 15) Podium, trophies, prizes and recognition	14
Art. 16) Behavior drivers and entourage	14
Art. 17) Physical or verbal violence	15
Art. 18) Decisions of the race officials	16
Art. 19) Disqualification	16
Art. 20) Race-formats Formula Karting	17
Art. 21) General procedures	17

Introduction

Thank you for participating in Formula Karting 2022. As a participant you contribute to the great mission of Formula Karting to make racing as a sport more accessible and to stimulate talent within the racing sport.

You are now reading the regulations drawn up by Formula Karting. These regulations must be read by all participants before taking part in one or more Formula Karting race days.

Formula Karting reserves the right to make changes to the regulations during the season if they are deemed necessary. Participants will be notified of this.

Participation in motor sports is associated with risks. Possible risks are accidents, in combination with liability. The driver is aware of this when participating.

Prior to each race day there is a briefing where details of the race day are discussed. It is mandatory for all drivers to be present at this briefing.

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

These regulations apply to the following championships:

- Formula Karting Benelux, GOLD general classification and SILVER subclassification.
- NK Huurkaten, classification SENIOR PRO, JUNIOR (subclassification PUPILLEN) and HEAVY.
- Formula Karting Nederland, classification SENIOR BEGINNER.
- Formula Karting Belgium, classification 70K and 90K.

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Art. 1) Calendars 2022 and associated rules

In 2022 Formula Karting will organize 19 racing days in the Netherlands and Belgium:

1. Grand Prix Eupen at Karting Eupen on Saturday March 05.
2. Grand Prix Zwolle at Kartcentrum Zwolle on Saturday March 12.
3. Grand Prix Brussels at First Kart 'Inn on Saturday March 19.
4. Grand Prix Utrecht at Kartfabrique on Saturday April 02.
5. Grand Prix Antwerp at Indoor Karting Antwerp on Saturday April 19.
6. Grand Prix Olen at Goodwill Karting Olen on Saturday April 23.
Grand Prix Poeldijk at Van der Ende Racing Inn on Saturday May 14. (Cancelled)
7. Grand Prix Swalmen at Euro Indoor Karting Swalmen on Saturday May 28.
8. Grand Prix Spa at Karting Spa on Saturday June 11.
9. Grand Prix Middelburg at Indoor Karting Middelburg on Saturday June 25.
10. Grand Prix Dolhain at Hurricane Dolhain Karting on Saturday July 02.
Grand Prix Middelkerke Beach on Saturday August 06. (Cancelled)
11. Grand Prix Poeldijk at Van der Ende Racing Inn on Saturday September 10.
12. Grand Prix Bilzen at Fastlane Bilzen on Saturday September 17.
13. Grand Prix Lelystad at Kartcentrum Lelystad on Saturday October 01.
14. Grand Prix Poperinge at Worldkarts Poperinge on Saturday October 08.
15. Grand Prix Middelburg at Indoor Karting Middelburg on Saturday October 22.
16. Grand Prix Liège at Karting Liège on Saturday October 29.
17. Grand Prix Oldenzaal at Kartbaan Oldenzaal on Saturday November 12..
18. Grand Final Kortrijk at Worldkarts Kortrijk on Saturday November 26.
19. Grand Final Swalmen at Euro Indoor Karting Swalmen on Saturday December 3.

1.1 Calendar Formula Karting Benelux

1. Grand Prix Eupen at Karting Eupen on Saturday March 05.
2. Grand Prix Utrecht at Kartfabrique on Saturday April 02.
3. Grand Prix Olen at Goodwill Karting Olen on Saturday April 23.
4. Grand Prix Swalmen at Euro Indoor Karting Swalmen on Saturday May 28.
5. Grand Prix Dolhain at Hurricane Dolhain Karting on Saturday July 02.
Grand Prix Middelkerke Beach on Saturday August 06. (Cancelled)
6. Grand Prix Bilzen at Fastlane Bilzen on Saturday September 17.
7. Grand Prix Poperinge at Worldkarts Poperinge on Saturday October 08.
8. Grand Prix Middelburg at Indoor Karting Middelburg on Saturday October 22.
9. Grand Final Kortrijk at Worldkarts Kortrijk on Saturday November 26.

1.2 Calendar NK Huurkarts and Formula Karting Netherlands

1. Grand Prix Zwolle at Kartcentrum Zwolle on Saturday March 12.
2. Grand Prix Utrecht at Kartfabrique on Saturday April 02. (No Heavy)
Grand Prix Antwerp at Indoor Karting Antwerp on April 09. (Heavy only)
Grand Prix Poeldijk at Van der Ende Racing Inn on Saturday May 14. (Cancelled)
3. Grand Prix Swalmen at Euro Indoor Karting Swalmen on Saturday May 28.
4. Grand Prix Middelburg at Indoor Karting Middelburg on Saturday June 25.
5. Grand Prix Spa at Karting Spa on Saturday June 11.
6. Grand Prix Poeldijk at Van der Ende Racing Inn on Saturday September 10.
7. Grand Prix Lelystad at Kartcentrum Lelystad on Saturday October 01.
8. Grand Prix Middelburg at Indoor Karting Middelburg on Saturday October 22.

9. Grand Prix Oldenzaal at Kartbaan Oldenzaal on Saturday November 12.
10. Grand Final Swalmen at Euro Indoor Karting Swalmen on Saturday December 3.

1.3) **Calendar Formula Karting Belgium**

1. Grand Prix Eupen at Karting Eupen on Saturday March 05.
2. Grand Prix Brussels at First Kart 'Inn on Saturday March 19.
3. Grand Prix Antwerp at Indoor Karting Antwerp on Saturday April 09.
4. Grand Prix Olen at Goodwill Karting Olen on Saturday April 23.
5. Grand Prix Spa at Karting Spa on Saturday June 11.
6. Grand Prix Dolhain at Hurricane Dolhain Karting on Saturday July 02.
Grand Prix Middelkerke Beach on Saturday August 06. **(Cancelled)**
7. Grand Prix Bilzen at Fastlane Bilzen on Saturday September 17.
8. Grand Prix Poperinge at Worldkarts Poperinge on Saturday October 08.
9. Grand Prix Liège at Karting Liège on Saturday October 29.
10. Grand Final Kortrijk at Worldkarts Kortrijk on Saturday November 26.

1.4) **Rules about championships and calendars**

- 1.4.1 **There are two scrap results for all NKs. At FK Benelux and FK Belgium there is one scrap result.** This could be a race day that the driver was unable to compete, or his or her worst result on a race day. A disqualification for a race day cannot be used as a cancellation result.
- 1.4.2 At the **NK huurkarts** it is only possible to register for an entire season.
- 1.4.3 At **FK Benelux** it is possible to register for one or more race days. Drivers who register for one or more race days will not receive points for the general classification.
- 1.4.4 At **FK Belgium 70k/90k** it is possible to register for one or more race days. Drivers who register for one or more race days will not receive points for the general classification.
- 1.4.5 At **FK NL Senior Beginner** it is possible to register for one or more race days. Drivers who register for one or more race days will **not** receive points for the general classification.

Art. 2) Registration conditions

- 2.1 A KNAF Club license is required for participation in the NK Huurkarten. It is not required to take a practical or theoretical exam. However, a medical examination must be done.
- 2.2 Participation in the NK Huurkarten JUNIOR also requires a Parent-Child License from the KNAF. **If a parent cannot be present, a new supervisor must be obtained via the KNAF website.**
- 2.3 NK Huurkarten and FK Nederland; minimum age of 15 years, minimum height of 1.55 meters and minimum own weight with equipment 60 kilos.
- 2.4 NK Huurkarten JUNIOR; minimum age of 10 years, minimum height of 1.50 meters.
- 2.5 No license is required for participation in FK Benelux and FK Belgium.
- 2.6 FK Benelux; minimum age of 15 years, minimum height of 1.55 meters and minimum own weight with equipment 60 kilos.
- 2.7 FK Belgium; minimum age of 15 years, minimum height of 1.55 meters and minimum own weight with equipment 50 kilos.
- 2.8 Based on recent race experience, a driver may request dispensation. Formula Karting will then determine in consultation with the kart tracks whether the driver can participate in the championship.

Art. 3) Racing gear

- 3.1 The driver is obliged to wear an integral helmet with visor and closure. The driver is not allowed to drive if his helmet is not secured with the buckle. The driver is also not allowed to drive with his visor open. The driver may occasionally open his visor for fresh air, but Formula Karting strongly recommends closing the visor completely at all times. Driving with the visor open is at your own risk and Formula Karting is not liable for any injuries.
- 3.2 The driver must wear a kart overall, karting gloves and go-kart shoes or ankle-protective shoes.
- 3.3 It is strongly recommended by the organization to drive with a rib protector, neck protector and gloves with grip. Driving without these products is at your own risk. The organization is not responsible for any injuries.
- 3.4 It is forbidden to wear a scarf or other loose clothing. Long hair should be tucked away in your kart overall or helmet.

Art. 4) Weight

- 4.1 The organization applies the following mandatory minimum race weights:
- FK Benelux: 85 kilo
 - NK Huurkarts Senior PRO; 80 kilo
 - NK Huurkarts JUNIOR: 60 kilo
 - NK Huurkarts HEAVY: 100 kilo
 - FK Nederland Senior BEGINNER: 80 kilo
 - FK Belgium 70K: 70 kilo
 - FK Belgium 90K: 90 kilo
- 4.2 The driver must weigh the minimum amount after every race. This can be done with body weight and the use of extra weights.

- 4.3 Drivers can bring a maximum 20 kilos along in the karts. For NK Junior this maximum is set at 15 kilo, with a window from 14 to 16 kilos.
- 4.4 Loose lead should at all times be placed safely at the bottom of the chair. It is forbidden to put extra weight in your clothing.
- 4.5 The driver himself is responsible for the additional weight required to reach the minimum requirement.
- 4.6 Formula Karting has a weight service. Drivers can request the amount of extra weight they need for a race a week in advance. Formula Karting holds a deposit because weight is expensive.

Art. 5) Weight-check

- 5.1 The organization checks the weight of the top-5 and three random drivers immediately after each race. The measuring method and measuring tools used by the organization are decisive.
- 5.2 If a driver does not have the minimum driving weight at the check, the organization will take the following measures:
 - Less than 0.5 kilos underweight: 5 seconds Time Penalty.
 - More than 0.5 kilos underweight: 20 seconds Time Penalty.
- 5.3 Drivers who have to weigh in will be placed in a separate row. These drivers are then responsible for being weighed. These drivers must walk to the scales immediately after disembarking to be weighed by a race director. Failure to weigh will result in a disqualification from the race.
- 5.4 Drivers should check their own weight in good time before the race. From the last lap of the race before, it is no longer allowed to weigh. Should the driver still do this and hinder the organization, the driver will start last in the race.

Art. 6) Strategic elements

- 6.1 Formula Karting uses one of the following strategic elements on the racing days of the indoor kart tracks: Shortcut, Jokerlap, Pitstop.
- 6.2 Formula Karting can place a yellow line at the entry and exit of the strategic element. In that case, when taking the strategic element, it must never be exceeded. If only part of the kart is driving on the yellow line, a warning will follow. If even part of the kart crosses the yellow line, a 5 second Time Penalty will follow. The driver on the track may also not cross the yellow exit line if a driver threatens to come alongside at the exit of the strategic element.
- 6.3 It is recommended that prior to taking the strategic element, you raise your hand to let the drivers behind you know.
- 6.4 The strategic element cannot be done in the first and last round, unless otherwise stated in the briefing. If a driver does this, a 5 second Time Penalty will follow.
- 6.5 Failure to meet the strategic element will result in a time penalty of 20 seconds plus any loss of time that would result from taking a Joker Lap or Pitstop.
- 6.6 Exceptions can be communicated in the briefing regarding the strategic element of the race day.

Art. 7) Start of de race

- 7.1 On indoor race days there is a rolling start. On outdoor race days there is a stationary start, unless otherwise stated in the briefing.
- 7.2 In the case of a stationary start, the starting procedure will be explained in the briefing.
- 7.3 With a rolling start, the pole-sitter should start the formation lap calmly. Only from the last corner or corner section before the start-finish can the pole-sitter determine when he accelerates. As soon as the start/finish line is crossed, acceleration is allowed in any case. If the pole-sitter accelerates before the last corner or corner section, a restart and a warning for the pole-sitter will follow.
- 7.4 A driver may not overtake until he has crossed the start/finish line. Overtaking before the start/finish line results in a 20 second time penalty.
- 7.5 An intentional false start will result in immediate disqualification from the race. An unintentional false start from which an advantage is taken is subject to a time penalty of 5 seconds. An unintentional false start from which no advantage is taken will result in a warning.

Art. 8) Finish of de race

- 8.1 A race is ended by waving the finish flag.
- 8.2 The end of the race is announced two laps in advance by means of a sign with the number '2', and then one lap later with the number '1'.
- 8.3 The race management always reserves the right to finish the race earlier or later.
- 8.4 If the timing ends one lap before the finish flag is given, the organization will check whether the last lap can still be added to the timing. If this is not possible, the result without the last lap will be the final result.

Art. 9) Qualification

- 9.1 Prior to most races, a one-lap qualification is held. This means that each driver gets one lap to set a time to determine his starting position.
- 9.2 All drivers will be released and have to use the out-lap to create a gap themselves. It is not allowed to stand still on the track or block other drivers. If a driver does this anyway, that driver will start at the back for the race.
- 9.3 During the qualifying it is not allowed to block or defend the inside line from another driver. If a driver intentionally sabotages another driver's qualification, the driver will be disqualified from the race.
- 9.4 In case of a timing or transponder error, we will restart the qualification and erase all previous set lap times.

Art. 10) Overtaking

- 10.1 An overtaking driver's position must be respected if the overtaking driver is at least 50% alongside the inside of the driver in front of him when entering the corner.
- 10.1.1 If driver A is not at least 50% alongside the inside of driver B when entering the corner and driver B taps significantly and causes a significant loss of time, without driver B losing a position, a warning for driver A will follow.
- 10.1.2 If driver A taps driver B repeatedly, a warning will be issued to driver A. If driver A continues to tap after the warning, a 5 second Time Penalty will follow.
- 10.1.3 If driver A taps driver B before entering the turn and can overtake, then an orange flag will follow for driver A.
- 10.1.4 If driver A is not at least 50% alongside the inside of driver B when entering the turn, and goes past it with significant tapping, an orange flag will follow for driver A.
- 10.1.5 If driver A overtakes driver B, but driver B no longer respects his position, an orange flag will follow for driver A.
- 10.1.6 If driver A hits his front bumper hard into driver B's side entering the corner, an orange flag plus a 20 second Time Penalty will follow.
- 10.1.7 Any gross violation of kart, driver, circuit, race director or regulations will result in at least a disqualification from the heat.
- 10.2 An overtaking driver's position must be respected if the overtaking driver sits at least 75% alongside the outside of the overtaken driver.
- 10.3 A driver may use the entire circuit. The circuit is demarcated by the boarding on an indoor go-kart track and by the white line on an outdoor track (the curbstones do not count as the track). At an outdoor go-kart track, the driver must keep at least two wheels within the white line at all times in order for an overtaking action to be valid. If the overtaking driver does not keep his kart on the track during an overtaking action, an orange flag follows.

Art. 11) Defending

- 11.1 A driver may only change line once when entering a corner. If a driver changes racing line more often, a warning immediately follows. The second time will result in a 5 second Time Penalty.
- 11.2 A driver may not change line while braking for a turn. If a driver does this anyway, a warning will follow immediately. The second time will result in a 5 second Time Penalty.
- 11.3 The defending driver must respect an overtaking driver's position if the overtaking driver gets at least 50% alongside on the inside of the bend or 75% alongside on the outside of the bend. If the driver does not do this, a warning will follow if the overtaking driver has suffered a minor loss of time. If the overtaking driver's race is significantly compressed, an orange flag will follow for the defending driver.
- 11.4 A driver may use the entire circuit. If the driver has an unfair advantage because he went out of bounds while defending, an orange flag follows.

11.5 Contact between karts should always be avoided. If intentional contact is sought, a warning will follow. If you cut off another driver and/or push the boarding on intentional contact, an orange flag will follow.

Art. 12) Kart changes

No karts will be exchanged during a race day unless the kart is defective. If the race management and/or the mechanics of the kart track see a significant defect in the kart, it will be replaced by the next spare kart. The defective kart, once repaired, will be placed at the end of the reserve kart list.

Art. 13) Flags en Penalties

13.1 Finish flag (End)

The finish flag is shown moved and used to end the qualifying and race. After seeing this flag, the driver must reduce speed and be alert to any people from the organization on the track.



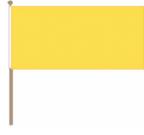
13.2 Green flag (Start)

The green flag is displayed and used to indicate that the track is 'clear' for racing or qualifying. The organization also uses the green flag to indicate the start of the qualifying and/or race.



13.3 Yellow flag (Danger)

The yellow flag is shown moved and used to indicate danger on the track. A driver driving to a yellow flag must release their throttle significantly in order to safely anticipate the dangerous situation the driver may face. Not going off your throttle (enough) will lead to a warning, Time Penalty or disqualification, depending on the severity. The end of the yellow flag situation is indicated with a green flag. Overtaking under yellow results in at least a 20 second Time Penalty. Taking the strategic element under yellow is prohibited.



13.4 Blue flag (Letting drivers pass)

The driver who is shown this flag is about to be lapped. The driver must pull out of the way of other drivers. The race director who shows the flag indicates with the number of fingers how many karts are involved, if there are two or more drivers. The driver who is shown the flag must allow the driver(s) behind him or her to pass in a safe manner within two turns.



13.5 Red flag (Stop racing)

The red flag is shown by the organization when there is such a danger on the track that it is not possible to continue the race. The driver should continue his way along the track at walking pace and drive back to the pit lane.



- If 50% of the scheduled laps have been completed, the race is valid and full points are awarded. At the final score, the average time of the strategic element is added up or down.
- If less than 50% of the scheduled laps have been completed, the race must be restarted with the same starting grid.

13.6 **Orange vlag (Returning the position)**

The orange flag is shown moving when a driver has to return a position to another driver. This must be done within 3 turns. In case of doubt whether the position has been returned within 3 bends, a warning will follow. If the driver returns the position 4 turns to a lap, a 5 second Time Penalty follows. If the driver returns the position one lap or later, a 20 seconds Time Penalty will follow. Ignoring the orange flag will result in a disqualification from that race.



It is forbidden to take the strategic element to pass a driver in front of the orange flag. If a driver does this anyway, the driver must do the strategic element again.

13.7 **Black/White flag diagonal (Warning)**

The black and white diagonal flag is displayed to indicate a warning.



13.8 **Black flag (Disqualification or defect)**

The black flag is used to inform the driver that at the next crossing he must enter the pit lane to stop racing. This could be because the driver has been disqualified, or for other reasons.



13.9 **Black/Orange Dot flag (Time Penalty)**

The Orange Dot flag is displayed to inform a driver that he or she has been given a time penalty, which will be added to the driver's finishing time after the race. The time penalty can be 5 or 20 seconds, depending on the severity.



13.9.1 **5 Seconds post-race time penalty for the following:**

- Taking the strategic element in the first or last round.
- Leaving the pit lane too soon after a pit stop (<1”).
- Weighing less than 0.5 kg below the minimum weight at the post-race weight check.
- Ignoring blue flags momentarily and thus hinder the pilots who put you on a lap.
- Incorrect overtaking maneuver leading to a short loss of time for the other driver, and for which an orange flag is found to be too light.
- Two warnings and/or orange flags in the same race, depending on the severity.

13.9.2 **20 Seconds post-race time penalty for the following:**

- Not met the strategic element. This penalty can be adjusted according to the duration of the strategic element.
- Leaving the pits too soon (>1”).
- Weigh more than 0.5 kg below minimum weight at the post-race weight check.
- Ignoring the blue flag for a long time and thereby hinder drivers who put you on a lap.
- Unsportsmanlike maneuvers or behavior on or off the track by the pilot and/or his entourage.
- Ignoring flags. May also lead to disqualification depending on severity.
- Incorrect overtaking maneuver leading to serious loss of time for the other driver.
- Two warning and/or orange flags in the same race, depending on the severity.

Art. 14) Points count
14.1
Raceday

The points that the driver receives in the general classification at the end of a race day are as follows:

#	Pt.	#	Pt.	#	Pt.	#	Pt.
1	55	11	29	21	19	31	9
2	50	12	28	22	18	32	8
3	46	13	27	23	17	33	7
4	43	14	26	24	16	34	6
5	40	15	25	25	15	35	5
6	38	16	24	26	14	36	4
7	36	17	23	27	13	37	3
8	34	18	22	28	12	38	2
9	32	19	21	29	11	39	1
10	30	20	20	30	10	40	0

14.2
Raceheats

The points scored by the driver after each race heat of a race day are as follows:

Ong. 16 karts		Ong. 20 karts		Ong. 24 karts	
#	Pt.	#	Pt.	#	Pt.
1	19	1	24	1	30
2	16	2	21	2	27
3	14	3	19	3	24
4	12	4	17	4	22
5	11	5	15	5	20
6	10	6	14	6	18
7	9	7	13	7	17
8	8	8	12	8	16
9	7	9	11	9	15
10	6	10	10	10	14
11	5	11	9	11	13
12	4	12	8	12	12
13	3	13	7	13	11
14	2	14	6	14	10
15	1	15	5	15	9
16	0	16	4	16	8
		17	3	17	7
		18	2	18	6
		19	1	19	5
		20	0	20	4
				21	3
				22	2
				23	1
				24	0

- 14.3 Each race day, the drivers receive points for each race completed. At the end of a race day, these points are added together. The worst points result of a race of a race day is halved. The driver with the most points from a race day, **after subtracting half the scrap result, wins the race day.**
- 14.4 After each race day, drivers will receive points towards the overall standings. Drivers can cancel one (**two for the Dutch National Championships and FK Netherlands**) race days for the entire season. This could be the worst result or a day where the driver was unable to attend. The driver with the most points at the end of the season wins the overall standings.
- 14.5 If drivers have an equal number of points **after deducting half the elimination result**, the best result **of a heat** of the drivers will be considered. If this is equal, the next best result **of a heat** is considered, and so on.
- 14.6 Drivers who participate in individual race days will not receive points for the general classification.
- 14.7 Drivers who participate in individual race days in FK Benelux participate in the GOLD classification as standard.
- 14.8 If a kart **malfunctions** during a race that prevents a driver from completing the race, the driver will receive the points for last place.
- 14.9 If a driver decides to stop for whatever reason, the driver will not receive points, but a DNF (Did Not Finish).

Art. 15) Podium, trophies, prizes and recognition

- 15.1 In all championships and subclassifications, the top-3 per race day are honored on the podium with a cup. Drivers competing on individual race days will not be on the podium with the season drivers; they will be honored separately with a day cup if they have finished in the top-3 of the ranking. In the event that there are 10 or more day drivers on a race day, the day drivers with a full podium for the top-3 will be honored.
- 15.2 After the last race day of the season, the final top-3 of all championships will be crowned with a podium and trophies.
- 15.3 Prizes and recognition will be given at the end of the season if minimum 80% of the race days are driven.
- 15.4 A race day is valid if four of the five races have been run at FK Benelux and three of the four races have been run at all other championships.

Art. 16) Behavior drivers and entourage

- 16.1 **All products and materials of the go-kart track and the organization must be respected. Failure to do so may result in a Warning, Time Penalty or Disqualification.**
- 16.2 The driver and his or her entourage must behave in a sporting manner.
- 16.3 The following behaviors and or actions are not permitted:
- Not holding the steering wheel with both hands. Only when you indicate that you are going to do the strategic element is it allowed to not have two hands on the wheel for a while.
 - Ignoring flag signals.
 - Intentionally standing still on the track during the race and qualifying.
 - Reduce speed to hinder other drivers on the track, or to take revenge.

- Using physical or verbal abuse.
- Getting out of the kart after a crash to straighten the kart independently. The driver must remain seated at all times, unless the organization indicates otherwise whether there is a certain degree of serious danger, for example a kart that is on fire.
- Driving against traffic.
- The use of communication systems between the driver and a supervisor **during training and races.**
- The pit lane is prohibited for parents and/or supervisors. Only the driver has access to the pit lane. An exception to this rule is that in consultation with the organization a minor aged driver may bring someone along to help lift extra weight and/or adjust his or her seating position. The helper must leave the pit lane immediately after his task has been completed. If a helper stays with a driver, it will initially only be noted with that driver. If a helper has to be sent away for the second time from the same driver, a 0.5 second Time Penalty will follow for the upcoming qualification. **If a helper has to be sent away from the same driver for the third time, the driver concerned will start last for the upcoming race, and the driver will not participate in the one-lap qualifying.**
- **No one may enter the track except the driver. An exception to this rule is during a specified time block for a Track Walk.**
- **Encouraging unsportsmanlike conduct by a driver may result in exclusion from the race day and upcoming race days.**
- **Verbal violence from the entourage can lead to minimal exclusion from the event.**
- **Physical violence by entourage will lead to minimal exclusion from the event.**

Art. 17) Physical or verbal violence

17.1 Physical or verbal abuse is prohibited in the immediate vicinity of the kart circuit.

A middle finger results in a disqualification from the relevant, past or upcoming heat. Repeating middle fingers will result in a minimum disqualification of the race day.

Degrees of verbal abuse and penalties

1. **Making fun of another person results in at least a 20 second Time Penalty for the relevant, past or upcoming heat.**
Example: Pancake, sucker, dumb and so on.

Intimidating another person results in at least a 20 second Time Penalty for the relevant, past or upcoming heat.

Example: "Next race I will push you off the track."

2. Insulting another person will at least result in a disqualification for the relevant, past or upcoming heat.

Example: Bastard, jerk, bitch, cock, cunt, whore, slut and so on.

3. Swearing at another person with illness will result in a disqualification for at least one race day.

Example: Anything with Cancer, Phthisis, Typhoid, etc.

Degrees of physical violence and penalties

1. Inappropriately touching or intimidating another person will result in a minimum of 20 seconds Time Penalty for the relevant, past or upcoming heat.

Examples: A light push, unwantedly getting too close to another person, and so on.

2. Any form of physical violence will result in a minimum disqualification from the race day.

Examples: Hard push, hit, kick, spit, headbutt and so on.

The physical or verbal abuse must be reported and confirmed by the affected person, to the race director or organization in order to apply a penalty.

17.2 Use of physical or verbal abuse may result in exclusion from the entire event. You must leave the kart location immediately, no refund of registration fees.

~~17.3 A driver is also responsible for the behavior of his/her entourage. If supervisors, parents or sympathizers use physical or verbal violence towards the organization, the driver(s) involved can be punished for this.~~

Art. 18) Decisions of the race officials

18.1 Drivers can ask the reasoning of decisions made by the Race Directors, if done in a respectful manner.

18.2 No discussion is possible about the final judgment of the race officials.

18.3 The Race Direction always has the right to revert or change decisions that have been made.

18.4 The race officials initially will not look at camera images of drivers and parents and/or supporters. In some exceptional cases the officials may request that camera images be released to support the judgment of the race officials.

Art. 19) Disqualification

19.1 The driver will be immediately disqualified in the following situations:

- Any form of manipulation of kart or motor.
- Physical or verbal abuse.

19.2 The driver can be disqualified for one race but also for an entire race day or the entire season. This depends on the reason.

The black flag can be used as a disqualification for any behavior that cannot be tolerated at a championship that values sportsmanship. The driver will receive a DQ (Disqualification) for this race and it will not qualify for halving

your worst day result. Whether or not the race day is allowed to be continued is the responsibility of the race direction and organization, who will make a decision in this regard after possible consultation with the party involved.

19.3 Twice a 20 second Time Penalty in the same race will result in a DQ (Disqualification) for the heat.

Art. 20) Race-formats Formula Karting

Formula Karting uses a standard race format throughout the season of four one-lap qualifiers and four sprint races in four different karts. (five one-lap qualifiers and five sprint races in five different karts for FK Benelux).

If there is a deviation from this race format, this will be stated by e-mail and/or in the briefing.

Art. 21) General procedures

- The driver is responsible for being ready on time for his or her practise sessions and races. The race directors will not wait to start qualifying. The organization may be ahead or behind schedule.
- If a driver has a cold kart for his upcoming race, the driver must be ready in the kart when the race ends prior to his heat. Then the driver is allowed to warm up his kart for one lap.
- For questions regarding the races, the driver should contact a race director. For questions about organization, the driver can contact the organization.
- Try to leave as many large bags in the car as possible to keep the passage in the go-kart track clear.
- It is not allowed to consume your own drinks on the go-kart track, except for water.