

Regulations

Formula Karting 2021



Valid for the Championships:

**Formula Karting Benelux
Formula Karting Nederland (Heavyweight)
Formula Karting Belgium (Heavyweight)
Formula Karting NL Junior**

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General guidelines

- These regulations have been drawn up by Formula Karting, hereinafter referred to as 'the organization'.
- The term 'the organization' combines the organization of Formula Karting and the race directors of Formula Karting.
- These regulations must be read by each participant of the Formula Karting Rental Championship, hereinafter referred to as 'the driver'.
- The organization reserves the right to make adjustments to the regulations during the season if they are necessary and will benefit the quality of the championship. Drivers will be informed of this.
- Participation in motorsports involves risks. Possible risks are accidents, in combination with liability. The driver is aware of this when participating.
- Each race day has an obligatory briefing in which matters from the regulations are discussed.
- The time-registration of the go-kart track at which time is being driven is normative, the organization can not derive any rights from this.
- These regulations apply to following championships of Formula Karting:
 - Formula Karting Benelux, abbreviated FK Benelux.
 - Formula Karting Nederland (Heavyweight), abbreviated FK NL (HW).
 - Formula Karting Belgium (Heavyweight), abbreviated FK BE (HW).
 - Formula Karting NL Junior, abbreviated FK NL Junior.

Art. 1) Registration conditions

- 1.1 Formula Karting Benelux; minimum age is 15 years, minimum length is 1.55m and minimum bodyweight with gear is 60 kilos.
- 1.2 Formula Karting Nederland; minimum age is 15 years, minimum length is 1.55m and minimum bodyweight with gear is 60 kilos.
- 1.3 Formula Karting Nederland Heavyweight; minimum age is 15 years, minimum length is 1.55m and minimum bodyweight with gear is 80 kilos.
- 1.4 Formula Karting Belgium; minimum age is 15 years, minimum length is 1.55m and minimum bodyweight with gear is 60 kilos.
- 1.5 Formula Karting Belgium Heavyweight; minimum age is 15 years, minimum length is 1.55m and minimum bodyweight with gear is 80 kilos.
- 1.6 Formula Karting Junior; minimum age is 10 years and minimum length is 1.50m.
- 1.7 Dispensation on the minimum criteria can be given, on request, when a driver has a lot of experience already.

Art. 2) Racing gear

- 2.1 The driver is obliged to wear a helmet with a visor.
- 2.2 It is strongly recommended by the organization to drive with closed visor, driving with an open visor is at your own risk the organization is not liable for any injuries.
- 2.3 The driver must wear foot- and ankle-protective sports shoes. Open shoes and shoes with a heel are forbidden.
- 2.4 The driver must wear a kart overall. If the driver does not have a kart overall, it can be borrowed from the go-kart track. If, because of Corona, a drivers can not borrow a kart overall from the track, he or she must wear trousers and a vest with long sleeves.
- 2.5 It is strongly recommended by the organization to drive with a rib protector, neck protector and gloves with grip. Driving without a these products is at your own risk. The organization is not responsible for any injuries.
- 2.6 It is forbidden to wear a scarf or other loose clothing. Long hair should be tucked away in your kart overall or helmet.

Art. 3) Weight

- 3.1 The organization applies the following mandatory minimum race weights:
 - FK Benelux; 85 kilo.
 - FK Nederland; 80 kilo.
 - FK NL HW; 100 kilo.
 - FK Belgium: 80 kilo.
 - FK BE HW: 100 kilo.
 - FK NL Junior: 60 kilo.
- 3.2 The driver must weigh the minimum amount after every race. This can be done with body weight and the use of extra weights.
- 3.3 Drivers can bring a maximum 20 kilos along in the karts. For FK NL Junior this maximum is set at 15 kilo, with a window from 14 to 16 kilos.

- 3.4 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.
- 3.5 The driver himself is responsible for the additional weight required to reach the minimum requirement.
- 3.6 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. 4) Weight-check

- 4.1 After every race before leaving the pit lane, the organization immediately will check the weight of the top 5. In addition, the organization can weigh random drivers.
- 4.2 The (measuring) method used by the organization and the (measuring) tools are normative.
- 4.3 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.
- 4.4 Drivers need to check their weight in time. It is not allowed to weigh after the final lap of their previous race. If you disturb the marshalls by weighing too late, a time penalty will follow.

Art. 5) Pitstop

- 5.1 If the organization sees that the driver has not made his pit stop, a time penalty will follow.
- 5.2 The duration of the time penalty may vary per race track because the length of the pitstop varies per track.
- 5.3 The driver must raise his hand just before entering the pit lane to warn the other drivers.
- 5.4 It is not allowed to make the pitstop in the first and final lap of the race (exceptions can be made on the raceday).

Art. 6) Shortcut

- 6.1 During the briefing, drivers will be told if there is a shortcut at that race and how often it is allowed to take the shortcut during the race.
- 6.2 The driver who takes the shortcut must give priority to the drivers on track, who do not take the shortcut at that moment. If the organization finds that this is not the case, the organization can give a time penalty.
- 6.3 The shortcut cannot be done in the first and final lap. Exceptions can be communicated in the briefing.

Art. 7) Start of de race

- 7.1 Most races start with a rolling start. The rider on pole position or the pace kart determines the pace of the warm-up lap in a way that all drivers can follow. If it is a standing start, the starting procedure will be explained in the briefing.
- 7.2 A driver may only overtake once the start-finish-line has been crossed. If a driver fails to comply with this, a time penalty could be given.

7.3 An intentional jumpstart will be penalized with a disqualification. An unintended jumpstart could be penalized with a Time Penalty, depending on the advantage gained by the driver.

Art. 8) Finish of de race

8.1 The race is ended when the driver crosses the finish line while the finish flag is being waved.

8.2 The end of the race is announced two laps in advance by means of a sign with the number '2', followed a lap later with the number '1' for the final round.

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.

9.3 During the qualifying it is not allowed to block or defend the inside line from another rider. If a driver intentionally sabotages another driver's qualification, a disqualification could follow.

9.4 In case of a timing or transponder error, we will restart the qualification and erase all previous set lap times.

Art. 10) Kart changes

During a race day, no kart will be replaced, unless there is a significant issue with a kart. The broken kart, if possible, will be restored and used again as soon as possible.

Art.11) Penalties

11.1 5 Seconds, post-race Time Penalty for:

- Pitstop or shortcut in first or last lap.
- Leaving the pits too soon (<1").
- Less than 0.5 kg underweight at post-race weight check.
- Receiving two warnings in the same race.
- Receiving a warning and an orange flag in the same race.
- Ignoring blue flags and impeding leaders/traffic.
- Incorrect overtake that leads to minor to substantial timeloss for the other driver, for which an orange flag is deemed to light.
- Two warning and/or orange flags in the same race, depending on the severity.

11.2 20 Seconds, post-race Time Penalty for:

- Not performing a mandatory pitstop. This penalty can be increased depending on the length of the pitstop.
- Leaving the pits too soon (>1").
- More than 0,5 kg underweight at post-race weight check.
- Unsportsmanlike overtakes or behaviour on and off track, by the driver and/or his entourage.
- Ignoring the orange flag.

- Incorrect overtake that leads to severe timeloss for the other driver.
- Far too aggressive attempts of overtaking.
- Two warning and/or orange flags in the same race, depending on the severity.

11.3 Disqualification (Black flag) for:

- Any behaviour that can not be tolerated at a championship where fair play is a key element. The kart needs to be brought to the pits immediately. The driver will not score any points for this race and can not be used for the drop punten result. The Race Directors will determine if the driver is allowed to continue the race day.

Art. 12) Points count

12.1 The points that the driver gets at the end of a race-day for the general rankings:

FK Benelux	
#	Punten
1	40
2	37
3	34
4	32
5	30
6	28
7	26
8	24
9	22
10	20
11	19
12	18
13	17
14	16
15	15
16	14
17	13
18	12
19	11
20	10
21	9
22	8
23	7
24	6
25	5
26	4
27	3
28	2
29	1
30	0

FK Nederland (HW)	
#	Punten
1	50
2	47
3	44
4	42
5	40
6	38
7	36
8	34
9	32
10	30
11	29
12	28
13	27
14	26
15	25
16	24
17	23
18	22
19	21
20	20
21	19
22	18
23	17
24	16
25	15
26	14
27	13
28	12
29	11
30	10
31	9
32	8
33	7
34	6
35	5
36	4
37	3
38	2
39	1
40	0

FK Belgium (HW)	
#	Punten
1	50
2	47
3	44
4	42
5	40
6	38
7	36
8	34
9	32
10	30
11	29
12	28
13	27
14	26
15	25
16	24
17	23
18	22
19	21
20	20
21	19
22	18
23	17
24	16
25	15
26	14
27	13
28	12
29	11
30	10
31	9
32	8
33	7
34	6
35	5
36	4
37	3
38	2
39	1
40	0

FK NL Junior	
#	Punten
1	30
2	27
3	24
4	21
5	19
6	17
7	16
8	14
9	12
10	10
11	9
12	8
13	7
14	6
15	5
16	4
17	3
18	2
19	1
20	0

12.2 The points that a driver gets for every race during a race day:

Ong. 16 per heat		Ong. 20 per heat		Ong. 24 per heat	
#	Punten	#	Punten	#	Punten
1	25	1	30	1	36
2	21	2	27	2	33
3	17	3	24	3	30
4	14	4	21	4	28
5	12	5	19	5	26
6	10	6	17	6	24
7	9	7	16	7	22
8	8	8	14	8	20
9	7	9	12	9	18
10	6	10	10	10	16
11	5	11	9	11	14
12	4	12	8	12	13
13	3	13	7	13	12
14	2	14	6	14	11
15	1	15	5	15	10
16	0	16	4	16	9
		17	3	17	8
		18	2	18	7
		19	1	19	6
		20	0	20	5
				21	4
				22	3
				23	2
				24	1
				25	0

12.3 Every raceday, drivers get points for every race. At the end of a raceday, these points will be accumulated. The worst result of a race will be halved. The driver with the most points at the end of the raceday, wins the raceday.

12.4 After every raceday, drivers score points for the general standings. The worst result of a raceday can be dropped. This can also be a raceday a driver was not able to attend. The driver with the most points at the end of the season wins the championship.

12.5 When drivers have an equal number of points, the organization looks for the best result of a raceday to determine who the winner is. If there is still a tie between drivers, the second best result will determine the winner, and so on.

12.6 Day drivers , will only participate in the day ranking, but will not receive points for the year ranking.

12.7 Formula Karting NL Junior is a new championship and everyone who participates will score points for the general standings.

Art. 13) Podium, trophies, prizes and recognition

13.1 At all four main championships, the top-3 will be honored on the podium with a trophy. In the subdivision Heavyweight, the best driver of the day will get a trophy. If there are more than 10 drivers in the subdivision, there will be a full podium as well.

13.2 After the last raceday of the season, the final top-3 of all championships will be crowned with a podium and trophies.

- 13.3 Daily drivers will be separately honored if they finish in the top-3 of the raceday.
- 13.4 Prizes and recognition will be given at the end of the season if minimum 80% of the racedays are driven.
- 13.5 A raceday is valid if all but one race on a raceday are driven.

Art. 14) Behaviour

- 14.1 The driver and his entourage must behave in a sportsmanlike manner.
- 14.2 The following behaviors and or actions are not permitted:
- Not holding the steering wheel with two hands.
 - Ignoring flag signals from the race officials.
 - Deliberately stopping on the track during a race and qualification.
 - Reducing speed to hinder other riders on the track, or to perform revenge actions.
 - Using physical or verbal violence, more on this in article 14.
 - Getting out of the kart after a crash to straighten the kart yourself. The driver must remain seated at all times, unless the organization indicates otherwise and unless there is a certain degree of serious danger, for example a kart that is on fire.
 - Driving against the traffic.
 - The use of communication systems between the driver and a person next to the track.
 - The pit lane is forbidden access for parents and/or supporters. Only the driver has access to the pit lane. Exception to this rule: in consultation with the organization, one person can help the rider to lift extra weight. The helper must immediately leave the pit lane after his task has been completed.

Art. 15) Physical or verbal violence

- 15.1 Physical or verbal violence is prohibited in the immediate vicinity of the karting circuit.
- 15.2 Use of physical or verbal violence can result in exclusion for the entire event. Immediately you have to leave the site of the kart location, no refund of registration fees.
- 15.3 A driver is also responsible for the behavior of his or her entourage. If supervisors, parents or sympathizers use physical or verbal violence towards the organization, then the driver(s) involved can be punished for this.

Art. 16) Decisions of the race officials

- 16.1 Drivers can ask the reasoning of decisions made by the Race Directors, if done in a respectful manner.
- 16.2 No discussion is possible about the final judgment of the race officials.
- 16.3 The Race Direction always has the right to revert or change decisions that have been made.
- 16.2 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. 17) Official warnings

- 17.1 During the races, a driver can get an orange flag or a warning flag. The full meaning of these flags is mentioned in Article 17.
- 17.2 A driver can receive an official warning for:
- An incorrect catch-up or defense action
 - Unsportsmanlike and / or dangerous driving behavior
 - Ignoring flags during the race
 - Not following instructions and from the organization.
 - Making a false start and / or disrupting the start procedure.

Art. 18) Disqualification

- 18.1 The driver will be immediately disqualified in the following situations:
- Any form of manipulation of kart or motor.
 - Physical or verbal abuse as mentioned in article 13 of the regulations.
- 18.2 The driver can be disqualified for one race but also for an entire race day or the entire season. This depends on the reason why.

Art. 19) Flags

19.1 Finish flag

The finish flag will be shown moved to end the race. The driver should reduce speed after having seen the flag and be alert to any people of the organization on the track.



19.2 Green flag

The green flag is shown moved and used to indicate that the track is 'free' to race or qualify. The organization uses the green flag in most cases to indicate the start of the qualification.



19.3 Yellow flag

The yellow flag is shown and used to indicate that there is danger on the track. The driver must reduce speed and overtaking competitors is prohibited until the first bend after the accident. The yellow flag is shown on the runway immediately before the danger situation. The organization can determine otherwise and show the flag on more than one track post. Ignoring a yellow flag or overtaking under yellow could be punished with a time penalty.



19.4 Blue flag

The blue flag is shown to the driver who is about to get lapped. The driver needs to let the driver behind him pass. The official that waves this flag indicates with the number of fingers how many karts the driver should let pass. The driver who is shown this flag should within two corners give the driver(s) behind him the opportunity to pass him or her in a safe way.



- 19.5 **Orange flag**
The orange flag is shown when:
- A driver makes a wrong or unsportsmanlike overtake.
 - Wins a position on pit exit, where no priority was given to the driver on the track.



- 19.5.1 In the event of a wrong overtake, the driver who gets the flag must give the other driver a possibility to pass as quickly as possible. Ignoring the orange flag results in a time penalty.

- 19.6 **Warning flag**
This flag will be shown when;
- Repeatedly hitting other karts in braking zones.
 - Aggressive gestures.
 - Ignoring blue flags.



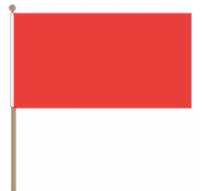
- 19.7 **Black flag**
The black flag is used to inform the driver to stop racing and come into the pit.

- 19.7.1 The black flag can also be shown to inform the driver to stop at a 'Stop and Go' spot on the track.

- 19.7.2 When a driver receives a black flag, the organization determines whether the driver may continue his race day.



- 19.8 **Red flag**
The red flag is shown by the organization when there is danger on the track and that it is not possible to continue the race. The driver must continue his way on the track at walking speed and come back to the pits.



- 19.9 **Meatball flag**
The meatball flag is used to inform a driver that he or she has received a Time Penalty.



Art. 20) **Race-formats Formula Karting**

Formula Karting uses various race formats during the season. These are announced per race by mail and in the driver briefing.