



DUTCH RACING SERIES
— SEASON 2026 —

DRS
DUTCH RACING SERIES

RACE DIRECTOR

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REGULATIONS
NATIONALS
2026

ENGLISH

TKG THE KARTING GROUP **ROTAX** RACING **SWS**

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Dutch Racing Series Nationals 2026

Welcome to the Dutch Racing Series Nationals 2026, which will be held over 10 Grand Prix races at various karting tracks. We are delighted to have you join us! These regulations will serve as a guide during the 10 Grand Prix races of the DRS Nationals 2026.

We would like to wish all drivers the best of luck and lots of fun! Although this is a competition where drivers will be competing for the win and the accompanying glory, we would like to emphasise in advance that the main focus of this competition is on having fun! We therefore expect all drivers to behave in a sporting manner towards their fellow drivers, the organisation, the race officials, the equipment and, of course, all the marshals of the Dutch Racing Series who will make all this possible. Sportsmanship is therefore the foundation of this competition.

These regulations are divided into different chapters. The content, rules and provisions in these regulations have been carefully compiled in order to organise a competition that is as enjoyable and fair as possible. These regulations may be amended at any time by the organisation if it deems this necessary. The updated and amended regulations will automatically replace the previous version and will be shared on the website. This is regulation version:

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These rules have been compiled in the Dutch language. When these rules are offered in other languages, they have been translated with the utmost care to be as accurate and representative as possible. In the unlikely event of differences (in interpretation) between the different language versions, the Dutch version and the organisation's interpretation thereof will always prevail. In a new version, changes and additions compared to the previous version are often, but not always, highlighted in yellow.

During the compilation of these regulations, every effort has been made to make them as comprehensive as possible. However, reality can sometimes prove unpredictable. The competition management/organisation reserves the right at all times to deviate from these regulations where it deems necessary. In the event that these regulations do not provide for a particular situation, the final decision always rests with the organisation. The decision of the competition management/organisation is always binding and cannot be protested.

By participating in the DRS Nationals 2026, every driver/visitor automatically agrees to the liability clause as stated in these regulations.

Organisation details:

Dutch Racing Series B.V.
Heinoseweg 10-b
8026PC Zwolle
Chamber of Commerce: 92349838





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Liability statement





1.0 General rules, registrations and provisions

This chapter covers the general rules and provisions. Every driver is expected to carefully read these regulations and their entire content, and by participating, accepts the content, provisions and rules described herein.

1.1 Rules of conduct for drivers, visitors and undesirable behaviour

It is the responsibility of every driver and visitor to ensure that the competition remains enjoyable for everyone. This includes yourself, your fellow drivers, visitors, as well as the organisation and its employees and volunteers!

Our rules of conduct are based on the guidelines of the NOC*NSF Centre for Safe Sport.

The athlete:

- a) Is open and honest.
- b) Respects others.
- c) Respects agreements and decisions made by the competition management.
- d) Treats the environment, the karts, the circuit and so on with respect.
- e) Keeps away from others, both on and off the track.
- f) Follows the rules.
- g) Does not undermine anyone's dignity.
- h) Does not discriminate.
- i) Be fair and sportsmanlike.

These rules of conduct apply to anyone who enters the premises of Dutch Racing Series B.V., registers for an event or competition, or simply visits, whether they are a driver or not. These rules of conduct extend to the digital sphere, such as social media, websites, emails, and other forms of digital communication. The organisation reserves the right to enforce these rules even when violations occur outside of the digital channels managed by the organisation, if they are related to the Dutch Racing Series or any other competition or activity within The Karting Group.

For us as an organisation, enjoyment of the sport is of paramount importance. As with any other sport, there is of course a very strong competitive element, and we welcome that! Provided that it is treated with respect by both the drivers and the supporters, family, parents and acquaintances of these drivers. Unfortunately, there is a very small group in society who are unable to adapt and treat others with the respect they deserve, to such an extent that they are directly responsible for a negative atmosphere during an event, verbal abuse, insults towards other drivers, parents and officials, and sometimes even instigate physical violence. This small group has even been given the name 'football parents', a term that has become so well known that everyone has probably heard of it, or even had to deal with it.





As an organisation, we draw a line in the sand and will not tolerate this behaviour before, during or after this or any other event organised by us. We therefore encourage everyone to report any signs of undesirable, antisocial or otherwise disrespectful behaviour to the organisation immediately. In the interests of maintaining a good atmosphere, enjoyment and proper interaction with others, the organisation will take enforcement action against this undesirable behaviour.

In the event of a violation of the rules of conduct, a decision may be made to issue a warning or to remove/exclude the offender from the event and the premises. In very serious cases, the offender will be banned from all karting tracks and premises belonging to The Karting Group and all its future enterprises. A report will also be made to all other karting tracks in the Netherlands, Belgium and Germany.

1.2 General obligations of drivers and visitors

- a) The use of narcotics and drugs is NEVER permitted. If detected, exclusion from the entire event will follow.
- b) The use of alcohol before and during the event is NOT permitted; alcohol consumption is only tolerated after the event has ended. Violators will be disqualified for the day on which the violation is detected.
- c) The use of narcotics is not permitted anywhere on the premises. The use of soft drugs is also not tolerated and will result in removal from the premises and exclusion from the event.
- d) The driver is basically responsible for his/her own basic equipment. This means closed shoes, long trousers and tight-fitting clothing. Dutch Racing Series B.V. has a suitable helmet, racing jacket and rain suit available when necessary.
- e) The driver is responsible at all times for ensuring that no loose hair, scarves or other items of clothing are sticking out or flapping around. This can be very dangerous and, if observed, the driver in question will be ordered to stop immediately, without the possibility of claiming compensation.
- f) The driver is obliged to ensure that his/her helmet is securely fastened.
- g) The use of more than one booster seat is prohibited for safety reasons.
- h) Only full-face helmets are permitted. Open-face helmets, motocross helmets, jet helmets, bicycle helmets, etc. are expressly NOT permitted.
- i) Drivers under the age of 15 must wear a rib protector and neck protector.
- j) Driving with a GoPro or other action camera is permitted, provided that it is DOUBLY attached to the helmet (with a base and extra cable) to prevent loss on the track. Drivers are responsible for these items at all times and the organisation accepts no liability for loss, damage or theft.
- k) Drivers are responsible for getting into the correct assigned kart and arriving on time at the designated locations at the designated times. If a driver is late or gets into the wrong kart, this will have consequences for the race.
- l) Drivers must be at least 1.40 m tall to participate!





- For the GP at Karting Genk, drivers must be at least 1.50 m tall to participate.

1.3 Weight

In this competition, a minimum body weight will be applied depending on the class in which the driver is registered. If a driver does not meet the minimum body weight in his/her class with equipment, lead must be carried, and strict rules apply to this.

- The karts are equipped with a weight box on the side, which can hold a maximum of 30 kg of lead.
 - The DRS has these lead blocks available in various weights.
 - The weights are available in blocks of 10 kg (blue), 5 kg (red) and 2.5 kg (yellow).
- The driver is responsible for ensuring that he/she drives at the correct minimum weight.
- The use of your own lead plates is only permitted under the following conditions:
 - The lead plates must be securely attached to the driver's seat.
 - It is prohibited to ride with loose lead plates, for example by placing them in the seat and sitting on them.
 - If the driver does not have their own seat, they must ride with weights provided by the organisation.
 - It is strictly forbidden to carry lead plates or lead blocks on the person, such as in a coat pocket, trouser pocket, etc.
 - Failure to comply with these rules will be severely punished!
- The driver is allowed to participate with a combination of their own lead and lead from the organisation, provided that the combined weight does not exceed 30 kg.
- The driver is obliged to take care to pick up the required weight themselves, put it in the kart and remove it from the kart when leaving.
 - Each driver is allowed to bring a maximum of one person into the pit lane to assist in carrying this weight.
 - The driver is obliged to return the weights to their designated place after weighing. Failure to tidy up the weights may result in a penalty being imposed by the race officials.
- After entering the pit lane, the driver is obliged to remove the weight from the kart and take it to the scales to be checked by the weigh marshal.
 - During the endurance race, it is forbidden to pass on the weight carried to the relief driver; the relief driver must ensure the correct weight himself.
 - Leaving the weight in the kart or passing it on to the relief driver will result in the kart being underweight, which will be penalised.
- If the driver with the maximum extra weight of 30 kg does not meet the minimum weight for the relevant class, they must request dispensation from the race organisers in advance.
 - The competition management will determine whether and what solution is required.





- h) Failure to achieve the minimum body weight during weighing will result in penalties depending on the number of kilograms that are missing.
 - a. See the penalty overview to find out what these penalties are.
 - b. The minimum weights specified are a strict limit; if it is too light, it is too light, even if it is "only" 1 gram. There is no room for discussion on this matter.
 - c. The weigh marshal's scales are always authoritative!
- i) Every driver must be weighed after each race or stint. The weigh marshal has lists describing all drivers and their corresponding weights for verification purposes.
 - a. Leaving the pit lane without being weighed will be severely penalised.
 - i. During the sprints, this will result in disqualification from the race just completed.
 - ii. During the Endurance, this will result in the heaviest penalty possible at the time of weighing.
 - iii. Immediately after getting out of the car, all drivers must collect any weight they may have taken with them and report to the weigh marshal, where they will be weighed before being allowed to leave the pit lane.
 - iv. If a driver takes a different route, thereby bypassing the weigh marshal and leaving the pit lane without authorisation, it will no longer be possible to weigh them and they will be penalised.
 - b. The driver is responsible for checking that the weigh marshal records the measured weight under the correct name.
 - i. The weighing lists therefore have initial boxes for each name behind the box for the race just completed.
 - ii. The driver is obliged to initial this box if he/she has determined that the weigh marshal has recorded the weight just measured behind the correct driver and race.
 - iii. If a driver has not initialed this box, and has therefore not checked that the measured weight has been recorded correctly, the driver can never, under any circumstances, enter into discussion with the race officials in the event of penalties.
 - iv. The measured weight can never be disputed with the weigh marshal or the race officials.
 - c. All drivers are strictly prohibited from tampering with weights in any way between the moment they get out of the car and the moment they are weighed.
 - i. This means accepting weights from a person who is not driving.
 - ii. Accepting weights from another driver who has yet to be weighed
 - iii. Secretly adding weight between getting out of the car and being weighed
 - iv. And any other form of manipulation to make the measured weight higher than the weight with which the driver actually entered and raced.
- j) Because driving at the correct weight is crucial to the fairness and equality of all participants, there will be very severe penalties for participants who attempt to circumvent this process and its fairness. In almost all cases, this will result in immediate disqualification and exclusion from the event.





1.4 Body posture, driving behaviour and equipment

In order to ensure the safety of all drivers, marshals, race officials and spectators, rules and best practices have been established regarding body posture, equipment and driving behaviour in the kart.

- a) Drivers must be at least 1.40 m tall to participate.
 - a. During 1 GP this season, the driver must be at least 1.50 m tall.
 - i. This is an additional requirement of the track itself and we cannot change it.
- b) For safety reasons, a maximum of one booster seat per driver may be used.
 - a. DRS has a limited number of booster seats available on loan, and these, like the weights, must be returned to their designated place after each race.
 - b. The booster seats provided may not be stolen or covered with lead and must be returned to their designated place after each use.
- c) Keeping weights, booster seats or other materials loaned by the organisation between heats is strictly prohibited.
- d) For the safety of fellow drivers and track marshals, diving (into each other) or slumping down is not permitted.
 - a. Diving or slumping refers to adopting a different posture in the kart in such a way that the view of the track is obstructed or eliminated.
 - b. The entire visor and the driver's eyes must remain **above** the top of the handlebars at all times.
 - c. The driver must maintain visibility of the track and fellow drivers at all times when on the track.
 - d. Failure to comply with these rules will result in penalties.
- e) The driver is obliged to ride with a closed visor when on the track.
 - a. Only during waiting periods on the track, such as at the starting point, is it permitted to open the visor to prevent fogging.
 - b. As soon as the driver starts riding again, or when the start procedure has begun, the visor must be closed immediately.
- f) From sunset and/or the moment the track lighting is switched on, only clear visors may be used.
 - a. Coloured, tinted, foil-coated and/or coated visors are NOT permitted.
 - b. Photochromatic, self-tinting or other colour-changing visors are also NOT permitted.
 - c. In case of doubt, the organisation reserves the right to refuse the driver or remove them from the track without any form of compensation.
 - d. In the event of heavy rainfall, fog or other weather conditions that limit visibility, the race management may apply this rule earlier, in which case the organisation will announce this.





- g) During this competition, only full-face helmets with an approved safety standard of ECE 22.05 and higher or comparable certification according to DOT, SNELL, SHARP or FIM standards are permitted.
 - a. DRS has a limited number of helmets available for loan, in which case wearing a balaclava is mandatory.
 - b. It is explicitly forbidden to ride with a motocross helmet or any other type of helmet other than those described.
- h) It is prohibited to ride with scarves, long hoods or other loose clothing and/or hair.
 - a. This is so dangerous that the organisation reserves the right at all times to refuse or remove from the track any driver who does not comply with this rule, without any form of compensation being awarded.
- i) Drivers are required to wear closed shoes and long trousers.
 - a. Flip-flops, sandals, slippers and shorts are expressly prohibited.
 - b. It is recommended to wear sports shoes or racing shoes.
 - c. Wearing a racing suit is recommended.
 - d. It is recommended that drivers wear (racing) gloves.
- j) The driver is expected to realise that he/she will be driving karts that are owned by the organisation and that involve significant purchase and maintenance costs.
 - a. The driver is required to treat all materials provided in a neat and decent manner.
 - b. The driver is prohibited from using the karts as bumper cars or weapons.
 - c. In the event of damage caused by wilful disregard of these rules or deliberate recklessness on the part of the driver, the organisation will hold the offender fully liable and charge him/her for the full cost of repairs.

1.5 Karts, technology, rules and regulations

The organisation provides its own karts for this competition. The karts and other (provided) materials owned by the organisation represent a significant (ongoing) investment to keep them in the best possible condition. Therefore, the following rules, dos and don'ts have been drawn up.

- a) All participants must treat the equipment with care at all times.
- b) It is prohibited to kick, hit, bang, ram or use any other form of violence against the karts, both on and off the track.
- c) Adjusting the pedals, for example, must be done in a controlled manner and it is expressly forbidden to kick the pedals.
- d) If, for example, the pedals cannot be adjusted, the driver must raise their hand and a (pit) marshal will provide assistance.
- e) The weight box lid must be closed while driving, and the driver must check this before leaving the pit lane.
 - a. This lid must also be secured without force.





- f) For safety reasons, and to ensure the adjustment and equality of the karts, the driver is prohibited from touching certain parts of the kart. It is prohibited to touch:
 - a. The engine, the start button and the pull cord
 - b. The carburettor and all carburettor attachments, such as:
 - i. The choke
 - ii. The fuel tap
 - iii. The throttle lever, etc.
 - c. Unscrewing the fuel tank cap
 - d. If these prohibitions are ignored, the race director will impose a penalty.
- g) The organisation does its utmost to maintain and adjust all equipment as accurately and uniformly as possible, using various means to this end, such as:
 - a. Testing the karts by hired drivers
 - b. Frequent maintenance and repair of the karts
 - c. Checking and adjusting the karts before each race
 - d. Testing and adjusting the power using our roller bench
 - e. Organising test sessions for participants, etc.
- h) Despite all the efforts made by the organisation, participants are expected to realise and accept that technical defects are inherent to motorised (kart) sports and may occasionally occur.
- i) If the driver detects a technical defect in a kart, regardless of whether it has been assigned to him/her, he/she is required to report this to the organisation as soon as possible.

1.6 Classes and organisational powers

During this competition, there are different disciplines and classes, such as sprint races, which are driven individually, and endurance races, which are driven in teams.

- a) The sprint races are driven in the following classes:
 - a. Saturday
 - i. PRO Heavy 85 kg
 - ii. FUN Heavy 90kg
 - iii. FUN Light 70kg
 - b. Sunday
 - i. Master 85kg
 - ii. Junior 60kg
 - iii. PRO Light 70kg
- b) The endurance races in teams are held in the following classes:
 - a. 3H Endurance Saturday simultaneously on the track:
 - i. Heavy 90kg + 4 mandatory pit stops
 - ii. Light 70kg + 5 mandatory pit stops
 - b. The minimum number of team members for the 3H race is 2 team members





- c) The PRO category is intended for experienced drivers, i.e. drivers who regularly participate in kart races and have an above-average level.
- d) The FUN category is intended for inexperienced drivers and/or drivers for whom enjoyment is more important than competition.
- e) The Junior category is intended for both experienced and inexperienced light drivers and aims to provide opportunities for emerging talent from karting schools.
- f) The Master category is a broad category aimed at both experienced and less experienced drivers, but it only takes place on Sundays in order to accommodate drivers who prefer to drive on Sundays and/or are unable to drive on Saturdays.
- g) Classes that drive on the track at the same time as another class each compete for their own classification.
- h) In order to guarantee the different levels per class and the associated competitiveness for each participant, the organisation reserves the right to refuse a driver for a particular race or class or to place them in another class.
- i) For clarification: During the Endurance races, all drivers are required to weigh in at every pit stop at all times!
 - a. This also applies if the same driver drives several stints in a row.
 - b. Failure to weigh in during a pit stop will be severely penalised as described in the penalties overview.

1.7 Audiovisual footage and social media

Nowadays, recording moving or still images and using social media has become an integral part of life. Many people have a GoPro or other type of action camera and a social media account, and the organisation also makes extensive use of this for promotional purposes. However, for the purposes of organising this competition, we have determined the following:

- a) All forms of visual material, with or without sound recording, captured during the DRS Nationals may only be used for personal or promotional purposes.
- b) Visual material in any form may not be used to contest or impose a penalty, violation or decision by the competition leader.
 - a. This applies regardless of its origin or source.
- c) When using images on social media and sharing them, we ask all participants to treat each other with respect.
- d) The organisation points out that all rules (of conduct) in these regulations also apply to social media.
 - a. The organisation aims to create a competitive, cohesive and welcoming community.
 - b. It is strictly forbidden to record individual officials on moving or still images, regardless of whether these images are posted or not.
 - c. It is strictly forbidden to publish images in any form whatsoever that cast a participant or participants, the DRS, the organisation, the competition





management or individual officials in a bad light or otherwise expose them to malice.

- d. Violating these rules of conduct, regardless of whether they are violated before, during, or after an event and regardless of the medium used for the violation, may result in consequences for participation in events organised by the DRS, its sister companies, or umbrella organisation.
- e) The organisation encourages participants to tag its relevant social media channels when sharing images or updates related to the Dutch Racing Series and all its competitions.
- f) The organisation and/or third parties hired by the organisation will make photo, video and audio recordings of drivers, spectators, etc. during this competition.
 - a. By participating in or visiting this competition, everyone agrees that these images may be used by Dutch Racing Series B.V. for sharing on social media and/or for marketing and promotional purposes.

1.8 Special regulations

This competition consists of several race days at different locations. These main regulations cover most aspects, but certain locations require additional or modified rules. These details are described in the special regulations, which will be shared prior to the event for each location. The special regulations serve as a supplement to the main regulations and are in no way an alternative or replacement for the main regulations. Drivers are expected to carefully study both sets of rules.

1.9 Registration, enrolment, sign-up and training sessions

Registration for this competition is only possible via the DRS Nationals 2026 webpage(s).

Organising a competition such as this is complex, hence the following provisions:

- a) Registration and payment for this competition and all its components is only possible via the Dutch Racing Series website.
- b) Registration for this competition must always be done under the legal name of the drivers; drivers using nicknames or pseudonyms are strictly prohibited!
- c) During this competition, it is strictly forbidden to drive under someone else's name. If this is discovered, both the original driver and the replacement driver will be immediately disqualified.
- d) Transferring a registration is only possible after approval by the organisation and incurs **an administration fee of €50** per change.
 - a. This must be requested in writing by email at least 48 hours before a GP.
- e) Participation in one or more events will only be accepted after payment and registration via the website.
- f) Refunds of registration fees for any reason whatsoever are never possible.





- g) Consider carefully which class and/or discipline you want to participate in. After registration, it is only possible to change classes after approval by the organisation and incurs an **administration fee** of **€50** per change.
 - a. This means that if your desired class is fully booked, it is not possible to register for another class and then change it afterwards, because: FULL = FULL
 - b. A class change must be requested in writing by email at least 48 hours before a GP.
- h) All registrations close automatically 24 hours in advance, so make sure you register on time.
- i) It is never possible to participate in this competition and all its components without registering.
 - a. This also applies to any training sessions offered prior to the event.
- j) It is never possible to register and pay for participation on the spot.
- k) Only in very exceptional cases may the organisation decide to deviate from this rule and reserves the sole right and authority to determine this.

1.10 Waste during and after the visit and leaving the grounds and facilities clean

All visitors, drivers, supporters, etc. are urged to behave in an exemplary manner during a DRS Nationals event, both towards the track staff and officials and towards the grounds and facilities provided. Behave as you would at home and clean up your own mess! Use the bins and containers provided and treat all facilities with respect. This means that you must take any rubbish you bring with you, such as packaging, bags and other waste, home with you to dispose of it in your own rubbish bin. Only packaging materials obtained on site may be disposed of on site.

You must treat the toilets, sinks and all other facilities provided with respect and ensure that they remain clean for the next person who wants to use them.

If rubbish is found to have been left in places not intended for this purpose, the organisation will impose fines on the offenders. This also applies to the deliberate leaving of the various facilities in a dirty state. To enforce these rules, the organisation will continuously take film and photo recordings throughout the weekend. When the organisation issues a fine, it must be paid immediately or at least before the next visit. Refusal to pay will result in exclusion from the event and removal from the premises.





2.0 Competitions

Competitions include all parts of a competition day in which karts are driven to achieve certain results in order to achieve one or more goals.

2.1 Kart allocation

The kart draw is conducted by the organisation prior to the event. The karts **do not** have fixed numbers, so they are rotated. If a kart suffers a technical defect, the transponder and transponder plate will be replaced. Pay close attention to the number you have been assigned in a particular session, as it is always the driver's responsibility to get into the correct kart. All available karts are labelled in a completely random manner, which means that the karts do not have their own inherent number, but this number depends on the transponder plate mounted on the karts, and this is done completely at random every day. All karts with numbers are then digitally drawn in a fully automated manner among all participants without any human influence. We do all this to ensure that the competition is as fair as possible. During the Endurance races of a GP weekend, each team is assigned a transponder tag at the start of practice. This tag remains with the team regardless of which kart it is placed on during the endurance race. Because karts are changed during the endurance race, but not transponder tags, it is virtually impossible to identify individual karts, which also contributes to fairness.

For this reason, it is strictly forbidden for anyone to mark, scratch, place a sticker, curl a sticker, tag or make any other form of change to or on the kart that makes it possible to identify an individual kart with the aim of misusing this information for undeserved advantage. This is behaviour that undermines sportsmanship and will result in immediate disqualification and exclusion if detected!

2.2 Qualification and Training

Qualifying takes place prior to a race. The format for sprint races is as follows: before race 1, there will be a 5-minute qualifying session, and before race 2, **3 and 4** there will be a 1-lap qualifying session. During qualifying, all drivers will leave the pit lane at the same time, one after the other, and may not exceed a maximum distance of 3 kart lengths from the driver in front. It is strictly forbidden to stop or deliberately let other drivers pass you; this will be penalised! Immediately after the chequered flag, all drivers will be gathered to be lined up. The drivers must line up in two rows on either side of the track at the sorting point, with approximately one kart length between them and the driver in front. This is to facilitate the exit and line-up of drivers. In the event of a technical fault during the one-lap qualifying, the driver only has the opportunity to report this during the outlap, i.e. after leaving the pit lane, by calmly driving back





into the pit lane at the next opportunity and informing the pit crew. Changing karts is only permitted with the permission of the pit captain. The driver will start at the back because no lap time has been recorded.

The format for the endurance races is as follows: the race starts with a 15-minute free practice session during which kart changes are permitted. This is followed by a 5-minute qualifying session during which kart changes are not permitted. The race starts based on the best times from qualifying and lasts 180 minutes on Saturday and 120 minutes on Sunday.

2.3 Race

The starting grid for **all races of the sprints** and the endurance race is based on the fastest laps in qualifying. Drivers are not allowed to overtake each other between the starting point and the starting grid as they are sent off in order. The races are started with the starting lights or the national flag and the aim is to complete as many laps as possible within the set time. In the event of a false start, the race officials will determine the consequences, which will result in at least a penalty for the offender. If, for any reason, a restart is necessary, all drivers will be re-aligned, but the race clock will continue to run. During the races, drivers must keep their hands on the handlebars as much as possible. Unsportsmanlike gestures towards each other, the public or the race officials will not be accepted and will result in a warning and/or penalty. After the finish, drivers are allowed to take one hand off the handlebars, for example to signal that they are entering the pit lane. Drivers are required not to overtake each other after the chequered flag and to enter the pit lane calmly. If, for any reason, the race is flagged earlier, the race officials will determine which lap and pass will count as the result. During the race, several situations may arise for which the race officials will impose a penalty. An example of a possible situation is unsportsmanlike overtaking of another driver, i.e. pushing another driver off the track in order to gain position. The race officials will impose a penalty for this! If the driver who committed the offence realises that the action was unacceptable, he or she may choose to give back the position gained, but this does not exempt the offender from his or her action and the race officials may still impose a penalty in serious cases. For an overview of penalties, see the penalty overview in these regulations.





2.4 Pit stops and stint time

As described in Article 1.6, there are two types of endurance races during the DRS Nationals 2026, each with two weight classes and a mandatory minimum number of pit stops. Pit stops are made by sorting in the last corner on the side of the pit entrance and raising the left or right hand to signal to the drivers behind that the driver intends to enter the pit lane. When entering the pit lane, the driver must slow down quickly but safely. A walking pace applies in the pit lane to ensure the safety of drivers, spectators, teammates, marshals and pit crew. Violation of this speed limit will result in a penalty.

After entering the pit lane, the driver must stop at the refuelling point. Here, the previous driver leaves the kart and takes his/her weight to the weighbridge. The changing team is automatically assigned a colour when entering the pit lane. This colour appears on the screen in the pit lane next to the team name and corresponds to the row of replacement karts from which the team must take the replacement kart. The front kart in the designated row must be prepared by the replacement driver, with the transponder board and any weight. Pit stops will have a minimum duration of 90 seconds. In the event that the organisation decides that this should be more or less for a specific track, this will be indicated in the specific regulations. The pit stop time is counted from passing the "PIT IN" time loop until passing the "PIT OUT" time loop. This is to ensure that there is no need to rush the driver change and to prevent accidents. The elapsed time will be displayed on the screen in the pit lane so that drivers have an accurate indication of the time elapsed. If the pit lane is exited too quickly, i.e. within the set time, an automatic penalty of 2 penalty laps will be imposed (see penalty overview).

During endurance races, a maximum and minimum stint time is applied for drivers, with the maximum being 50 minutes and the minimum being 10 minutes. This means that drivers are allowed to be on the track for a maximum of 50 minutes at a time before they are required to make a pit stop and must be on the track for a minimum of 10 minutes before they are allowed to pit again. The stint time is calculated from passing the "PIT OUT" time loop to passing the "PIT IN" time loop. If this maximum time is exceeded, an automatic penalty will be imposed as described in the penalty overview. This also means that no more pit stops can be made in the last 10 minutes of the race, because you will then no longer be able to achieve the minimum stint time.





2.5 Finish

The race is over when a marshal from the organisation waves the chequered flag at the start/finish line. This is done when the race time is over and the leader crosses the finish line first. Each driver is flagged after the leader and calmly completes the lap after the flag, then calmly enters the pit lane at the back. Every driver must follow the marshals' instructions. The rules of conduct apply at all times before, during and, of course, after the finish. If a driver fails to behave appropriately after the end of the race, the organisation may decide to impose a penalty, which may vary from a time penalty, position penalty, lap penalty or even disqualification. If a driver has been penalised by the race officials before, during or after the race, there is no room for discussion. If the driver wishes to receive an explanation and/or clarification about the penalty, he/she may report to the race officials, who will answer questions only if there is time and space to do so.

2.6 Weaving

During all parts of this competition, it is forbidden to 'weave' or otherwise swerve or make wild and unnecessary steering movements. This is a phenomenon mainly seen in Formula 1, where drivers try to keep their tyres warm during a safety car period, for example, thanks to the high friction this creates, in order to have as much grip as possible at the restart. While this is actually useful in Formula 1 because the races are much longer and the speeds are much higher, in this competition and at the relatively low speeds we drive, it has a practically immeasurably small effect. Coupled with the fact that DRS karts always use 'hard compound' tyres, relatively short stints are driven and there are relatively large differences in skill level between the drivers, this has such a negative impact on traffic flow and safety for both drivers and marshals that the organisation has decided to ban it altogether. Ignoring this ban will be punished.





2.7 Reckless driving and exceeding track limits

During this competition, we will be racing on different tracks, each with a different layout, racing lines and challenges. Every driver will have the opportunity to explore the track during the practice sessions and qualifying prior to the sprint race and the free practice prior to the endurance race. All drivers are strongly encouraged to take advantage of this opportunity to familiarise themselves with the karts and the layout of the track. The goal on every track is to race on the asphalt, i.e. between the white lines and kerbstones. Any grass tiles, concrete slabs, gravel pits, tyre stacks, catch fences or guard rails, plastic bins, cushions, cones or any other form of run-off areas, warning, boundary marking or impact-absorbing material are intended solely for the safety of the driver(s) in the event of an emergency. It is expressly NOT the intention that run-off areas be used as an extension or widening of the circuit. It is also expressly NOT the intention that warning, boundary marking or impact-absorbing material be deliberately or repeatedly recklessly hit, moved or damaged.

At times and on circuits where track limits are enforced, these will be defined in the specific regulations for that particular circuit. These will be published on the Friday of a Grand Prix weekend.

We do NOT enforce track limits for fun! Track limits are a necessary evil to ensure that races are as fair as possible and, perhaps even more importantly, to keep the karts intact. At many circuits, the kerbs, run-off areas or the space around them are shaped in such a way that driving over or through them with karts can cause serious damage, such as broken wheels, steering knuckles and damaged gears and brake discs.

This is so serious that if a driver is found to be repeatedly leaving the track and/or repeatedly hitting warning, boundary or impact-absorbing material, whether through ignorance, overconfidence or recklessness, there will be exponentially increasing consequences. The driver in question will first receive an official warning by means of the warning flag, followed by exponentially increasing time penalties for each subsequent offence. If the race officials determine that the warning and penalties do not improve the behaviour, the race director has the right to disqualify the repeat offender by means of the black flag.





2.8 Bumper drafting or bumper pushing and other contact

During all elements of this competition, it is not permitted for drivers to assist another driver or to push an opponent's kart with their own kart in order to give the pushed driver an advantage. It is also not permitted to make contact with another driver or their kart in such a way that it benefits the person making the contact or the person receiving the contact. This includes, for example, pulling up alongside another kart to accelerate faster, using another kart as a brake in a corner, or any other form of unsportsmanlike behaviour, regardless of the intended outcome. If this is observed, an investigation will be conducted by the race officials and there may be consequences for all parties involved.

2.9 Protests

The decision(s) of the race officials are always binding. It is not possible to appeal against decisions made by the race officials once they have been made. Only the race officials can cancel or change a penalty if they deem it necessary. If a driver/team wishes clarification about a penalty, they may report to the race officials on the day of the offence only, and the race officials will respond if there is time and space to do so. After the end of a race day, no further correspondence about penalties may be made with the race officials and/or organisation. Any protests submitted to the organisers after the end of a race day will NOT be considered.





2.10 Penalties and live timing

Any penalties will be processed in the timekeeping system as quickly as possible. This means that the results may be affected during the race. When a penalty is imposed, information about this will also appear on the scoreboard, in the pit lane, and on the live timing system. Please note that this information is purely indicative, as any corrections are not (always) displayed correctly.

An example of distorted live timing is as follows: During a race, the top 3 are driving close together, but the driver in second place pushes the leader off the track and receives a 3-second penalty for this. In this situation, the offending driver is in the lead, but thanks to the penalty, the driver in second or third place is in the lead, depending on the gap between them. When the offending driver crosses the start/finish line, he is in 1st place until the number 2 driver crosses the start/finish line, at which point the penalty means that the offending driver is behind again. This results in constantly changing positions until the offending driver has created a 3-second lead over the driver in front of him.

2.11 Wireless communication and interference

During the DRS Nationals 2026, the use of wireless (helmet) communication is only permitted to a limited extent. As a rule, it is prohibited during all individual elements and permitted during all team elements. During all elements of the SPRINT classes, the use of wireless (helmet) communication is PROHIBITED. This applies to all forms, such as built-in intercoms, but also AirPods or other forms of in-ear/over-ear or in-helmet systems. If the use of wireless communication devices is detected during any element of the SPRINT classes, the race director will impose a penalty.

During all elements of the ENDURANCE Classes, the use of wireless communication is PERMITTED in order to communicate with teammates.

The organisation uses wireless communication equipment that transmits in the VHF and UHF frequency ranges to organise this event. Participants and visitors are not permitted to interrupt, eavesdrop on or otherwise interfere with the organisation's communications. In the unlikely event of interference between a participant's equipment and the organisation's equipment, the organisation reserves the right to identify the source of the interference and prohibit the participant from continuing to use it.





3.0 Flags, safety lights and safety kart

The organisation has several means at its disposal to ensure that the race runs as smoothly as possible. The organisation uses coloured flags and digital and non-digital signs to communicate clearly with the drivers. The organisation also always has a real safety kart at its disposal, complete with yellow/black livery and conspicuous flashing lights.

3.1 Yellow

Yellow can be indicated by means of a yellow flag, a safety light that glows yellow, or another yellow or amber-coloured light. A yellow flag may, but will not always, be accompanied by speed-reducing hand signals from marshals at or near the scene of the accident.

- a) A yellow flag or safety light warns of an unsafe situation on the track.
 - a. All drivers who pass a yellow flag must immediately reduce speed and drive carefully at no more than 30% of the normal speed.
 - b. During a yellow flag or safety light, overtaking is NOT permitted and all drivers must remain neatly behind each other.
 - c. The end of a yellow flag situation will be indicated by a green flag. Drivers may only accelerate and overtake again after passing this green flag.
 - i. This means not as soon as you see this green flag.
- b) In a 'Full Course Yellow' situation, all possible safety lights will flash yellow or all marshals will wave yellow flags on the track
 - a. All drivers must immediately reduce speed and drive carefully at no more than 30% of the normal speed.
 - b. During a full course yellow, overtaking is NOT permitted and all drivers must remain neatly behind each other.
 - c. A full course yellow will be ended by a green flag at the start/finish line.
- c) During a full course yellow, the race clock will continue to run
 - a. If the race time expires during a full course yellow situation, the race officials will determine which lap and/or round will count as the result.





3.2 Green

Green can be indicated by a green flag or a safety light.

- a) When passing green, the track can be considered clear and the race may continue unhindered
- b) The green flag is also used to indicate the start of the hot lap.
- c) It is not permitted to accelerate or overtake before passing the next green flag; doing so will be considered and penalised as ignoring a yellow flag.
- d) Green is given by the next marshal after one or more yellow flags.
- e) When green is given after a full course yellow, the race may only be resumed after passing the start/finish line, not after 'seeing' the green flag.
 - a. Ignoring this rule will result in a penalty.

3.3 Red

Red can be indicated by means of a flag, safety light and/or the start lights.

- a) When a red flag is waved, the race is stopped immediately, every driver is required to release the throttle immediately and, at the next stationary red flag (by a marshal), to stop neatly in two rows on either side of the track.
- b) All drivers are instructed to line up behind each other while coming to a stop and to move as far to the side of the track as possible to ensure a clear line on the track.
 - a. This is extremely important for any emergency services that may be rushing to the scene.
- c) Until further notice, every driver is required to remain seated in his/her kart and keep his/her foot on the brake.
- d) The organisation will provide further information as the situation develops, which may take some time depending on the circumstances.
 - a. The organisation's primary priority is the safety of the drivers and staff, and it will handle the situation and disseminate information according to priority.
- e) In the event of a restart of the race, the intermediate standings from two laps before the red flag incident will be retained where possible.
 - a. A restart can take place in various ways and will be determined by the race management.
- f) During a red flag situation, the race clock will continue to run at all times. If the race time expires during a red flag situation, the interim standings from two laps before the red flag incident will be used as the result.





3.4 Black and white diagonal (warning flag)

The warning flag is indicated by a physical flag and is intended to notify a driver that they are receiving a warning.

- a) The warning flag will only be given at the start/finish line and will be accompanied by the kart number of the offender on the number plate.
- b) The driver who has received this is expected to pay attention to his/her driving behaviour but may continue the race.

3.5 Black

The black flag is indicated by a physical flag and is intended to disqualify a driver for at least the current stint.

- a) The black flag will only be given at the start/finish and will be accompanied by the offender's kart number via the number plate.
- b) A black flag is often, but not always, preceded by a warning flag.
 - a. In the event of a serious offence, a black flag may be given without a warning flag being given beforehand.
- c) When a black flag is given, the driver must complete the lap and enter the pit lane at the next opportunity, taking into account the applicable speed and safety rules of the pit lane.
- d) The driver will in any case be disqualified for the current stint and, in the case of a team race, a teammate must continue the race.
- e) Further details of the reason for the black flag and the consequences of this flag will be communicated by the race officials in the pit lane to the driver concerned.
- f) A pit stop as a result of a black flag will always count as a normal pit stop and is therefore subject to the rules that apply to a pit stop.





3.6 Meatball (black with orange circle)

The meatball flag is indicated by a physical flag and is intended to inform the driver that the race officials have detected a technical defect in the driver's kart or equipment.

- a) The meatball is only given at the start/finish line and will be accompanied by a pointing finger towards the driver for whom it is intended.
- b) When receiving a meatball, the driver is expected to calmly finish the lap and enter the pit lane at the next opportunity, taking into account the applicable speed and safety rules of the pit lane.
- c) A marshal will inform the driver of the nature of the technical defect when they are in the pit lane.
- d) If the technical defect is related to the kart, the organisation will provide a replacement kart so that the race can continue.
- e) If the technical defect relates to the driver's equipment, the driver is expected to fix the problem, after which the race can continue.
- f) A pit stop resulting from a meatball flag will always count as a normal pit stop and is therefore subject to the rules that apply to pit stops.





3.7 Safety kart

In special cases and/or cases where the race management deems it necessary to deploy the Safety Kart to ensure the safety of drivers and/or employees, the Safety Kart will be deployed. It is recognisable by its striking yellow/black livery, the words 'safety kart' and the amber flashing lights.

- a) The safety kart will always be preceded by a "full course Yellow".
- b) The safety kart will enter the track from the pit lane exit and will attempt to catch up with the race leader.
 - a. In cases where this is not successful for any reason, the safety kart will search for the leader in the field and drive in front of the leader.
- c) All drivers are expected to remain behind the safety kart and drive in single file, following the pace of the safety kart and the track as closely as possible.
- d) It is not permitted to overtake other drivers or the safety kart when it is on the track.
- e) Drivers are not permitted to 'unlap' themselves during a safety kart.
- f) It is strictly forbidden to weave behind the safety kart, i.e. to deliberately make swerve movements for any reason whatsoever.
- g) During a safety kart, drivers are NOT ALLOWED to enter the pit lane.
 - a. Entering the pit lane or leaving the zigzag/row of karts behind the safety kart will be penalised.
 - b. When breaking or leaving the zigzag for any reason, the offending driver must always rejoin the back of the line and will therefore have to resume the race in last place.
 - c. Lost laps, driving time, position(s) or penalties incurred as a result of not following these regulations will NEVER be corrected.
- h) When the situation that led to the deployment of the safety kart has been resolved, the safety kart will leave the track via the pit lane entrance.
 - a. The safety kart will indicate this by switching off its lights in the last sector and raising its left hand.
 - b. The race director behind the safety kart is instructed to maintain the speed of the safety kart after it has left the track.
 - c. The race will resume from the start/finish line. This means that drivers are only allowed to accelerate and overtake AFTER passing the start/finish line.
 - d. Overtaking, driving alongside another driver or accelerating before passing the start/finish line will be considered overtaking under yellow and will be penalised!
- i) During a safety kart situation, the race clock will continue to run at all times.
 - a. If the race time expires during a safety kart situation, the race management will decide which lap and/or passage counts as the result.





3.8 Driving behaviour warnings and signs.

As described in Article 2.7, during this competition we will be keen to ensure fair driving behaviour, the preservation of the DRS karts and the preservation of the tracks on which we will be driving. This competition is set at a higher level than, for example, 1 and 2 hour races on our home tracks, and we therefore expect all participants to behave accordingly. The following rules have been established to put a stop to notorious repeat offenders who do not comply with this.

- a) In the event that the competition management finds that a participant repeatedly violates the rules set out in Article 2.7, either intentionally or through ignorance, exponentially increasing penalties will be imposed.
 - a. Upon detection, the participant will first receive an official warning.
 - i. This will take place at the start/finish line by means of the number plate and a sign bearing the words 'driving behaviour' and the warning flag.
 - b. For each subsequent violation, the driver will receive a time penalty, which will increase exponentially with each subsequent violation.
 - c. If the race director observes that the penalties are being ignored or that there is no improvement in driving behaviour, he may choose to disqualify the driver by means of the black flag and the number plate.
 - i. During the sprints, this means that the driver is disqualified from the current race and will not be awarded any points, but will instead receive a "DQ" as points.
 - ii. Depending on the race director's decision, the driver may be allowed to drive the remaining sprints during that same Grand Prix.
 - iii. During the endurance race, this means that the current driver is disqualified for the current stint.
 - iv. A teammate may take over the kart during the pit stop and resume the race.
 - v. Depending on the decision of the race director, the disqualified team member may drive the next stint of the endurance race.





4.0 Penalties and warnings overview

It goes without saying that the starting point for this competition and all participants should be that they compete fairly with each other and that every offence is one too many. However, as this would be utopian, here is an overview of penalties and warnings that will be issued during the DRS Nationals 2026 for certain offences. This list is as comprehensive as possible, but may not cover all situations that may arise during the competition. This overview serves as a guideline during the competition, **but the competition management reserves the right to deviate from this guideline in all situations described and not described where it deems necessary**. In order to keep the number of penalties as low as possible and the driving pleasure of all participants as high as possible, we have incorporated exponentially increasing penalties in this edition, which will result in a DQ in the event of repeated offences, in order to put a stop to repeat offenders. No rights can be derived from this list.

4.1 General penalties

Offence	Penalty(ies)	Reference
Failure to comply with rules of conduct	Disqualification and removal from the premises.	Article 1.1
Detection of use/possession of alcohol, drugs or other narcotics	Disqualification and removal from the premises.	Article 1.2-a) Article 1.2-c)
Detection of alcohol consumption before or during the race	Disqualification from participation (in team) that day.	Article 1.2-b)
Failure to have basic equipment in order	Warning and instruction to remedy the deficiency. Meatball. Disqualification from current stint.	Article 1.2-d) Article 1.2-e) Article 1.2-f) Article 1.4-g) Article 1.4-h)-a. Article 1.3-c)-a. to e. Article 3.6
Failure to attend (on time) for one or more parts of the competition	Starting at the back of the grid. Starting from the pit lane. You will not receive any points for the missed parts.	Article 1.2-k)
The use of wireless communication during all elements of the SPRINT classes	The race director will determine the penalty.	Article 2.10





4.2 Penalties during qualification and line-up

Violation	Penalty/penalties	Reference
Obstructing another driver	Warning. Disqualification of current driver for current stint.	Article 2.2
Braking, dawdling, hesitating or otherwise allowing a gap of more than 3 kart lengths to the driver in front	Time penalty. Position penalty. Must start at the back. Disqualification.	Article 2.2
Deliberately allowing drivers behind to pass	Time penalty. Position penalty. Must start at the back. Disqualification.	Article 2.2
Ignoring a yellow flag or failing to reduce speed sufficiently	Must start at the back.	Article 2.2 Article 3.1-a)-a.
Overtaking under yellow	Must start at the back. Disqualification.	Article 3.1-a)-b.
Entering the pit lane during the hot lap or after the hot lap has been flagged off (Sprint)	Start at the back. Disqualification for that race.	Article 2.2
Driving or entering the pit lane too fast	Warning. Time penalty. Position penalty. Must start at the back. Disqualification.	Article 2.4
Weaving, swaying or making unnecessary steering movements	Time penalty. Position penalty.	Article 2.2 Article 2.6
Ignoring the marshal's instructions or any shortcuts when lining up, or otherwise disrupting the lining up process	Starting at the back. Disqualification.	Article 2.2 Article 2.3 Special regulations
Overtaking another driver after being sent away from the starting point	Starting at the back.	Article 2.2 Article 2.3
Getting into the wrong kart/driving out of the pit lane	Start at the back.	Article 1.2-k) Article 2.1 Article 2.2





4.3 Penalties during the race

Offence	Penalty/penalties	Reference
Pushing with position gain per successive offence per loose part	Time penalty of 3 seconds. Time penalty of 6 seconds. Time penalty of 9 seconds. Disqualification for that race.	Article 2.3 Article 4.0
Unsportsmanlike hand gestures	Warning. Time penalty. Disqualification.	Article 2.3
Unsportsmanlike driving behaviour per successive offence (Sprint)	Time penalty of 3 seconds. Time penalty of 6 seconds. Time penalty of 9 seconds. Disqualification for that race.	Article 2.3 Article 1.1 Article 4.0
Unsportsmanlike driving per successive offence (Endurance)	Time penalty of 3 seconds. Time penalty of 6 seconds. Time penalty of 9 seconds. Disqualification for that driver and stint.	Article 2.3 Article 1.1 Article 4.0
Ignoring a yellow flag or failing to reduce speed sufficiently	Time penalty of at least 3 seconds.	Article 3.1-a)-a. Article 3.1-b)-a.
Overtaking under yellow	Time penalty of at least 5 seconds.	Article 3.1-a)-b. Article 3.1-b)-b.
Making a pit stop that is shorter than the minimum time required (Endurance)	Lap penalty of 2 or more laps (automatic).	Article 2.4
Exceeding the maximum or minimum stint time (Endurance)	Lap penalty of 2 or more laps (automatic).	Article 2.4
Driving or entering the pits too fast	Time penalty. Lap penalty of at least 1 lap.	Article 2.4
Making too few pit stops within the race time (Endurance)	Placed last by means of a position penalty of at least the number of participating teams.	Article 2.4 Article 1.6-b)
Repeatedly leaving the track and/or hitting equipment per successive offence	Driver is cautioned about driving behaviour. Warning. Black flag / Disqualification for that race.	Article 2.7
Making a false start	Time penalty of at least 10 seconds.	Article 2.3
Overtaking, pulling alongside or accelerating before passing a green flag or the end of a full course yellow	Time penalty of at least 5 seconds.	Article 3.1-a)-c. Article 3.1-b)-b Article 3.2-c) Article 3.2-e)
Ignoring a meatball flag	Black flag	Article 3.6-b)
Ignoring a black flag	Disqualification for that race / driver & stint	Article 3.5-c)
Exceeding the set track limits	Official warning with flag Time penalty of 3 seconds. Time penalty of 6 seconds. Time penalty of 9 seconds. Etc. etc. Disqualification	Article 2.7





4.4 Penalties during a safety kart situation

Offence	Penalty/penalties	Reference
Ignoring a yellow flag or failing to reduce speed sufficiently	Time penalty of at least 3 seconds.	Article 3.1-a)-a. Article 3.1-b)-a. Article 3.7-c)
Overtaking under yellow/safety kart	Time penalty of at least 5 seconds. Lap penalty. Disqualification.	Article 3.1-a)-b. Article 3.1-b)-b. Article 3.7-c) Article 3.7-d)
Weaving at the time of the safety kart	Time penalty of at least 5 seconds.	Article 3.7-f) Article 2.6
Entering the pit lane or otherwise breaking/disrupting the procession of karts behind the safety kart	Lap penalty of at least 1 lap. Must join the back of the procession before the race can continue.	Article 3.7-g) Article 3.7-g)-a. Article 3.7-g)-b.
Overtaking, pulling alongside or accelerating before passing the start/finish line after the safety kart has left the track.	Time penalty of at least 5 seconds. Lap penalty.	Article 3.7-h)-a. Article 3.7-h)-b. Article 3.7-h)-c. Article 3.7-h)-d.
Failure to closely follow the Safety Kart or leaving an unnecessarily large gap between oneself and the vehicle in front/Safety Kart	Time penalty of at least 5 seconds.	Article 3.7-c) Article 3.7-f) Article 3.7-g)-b.





4.5 Penalties during weighing

Offence	Penalty/penalties	Reference
0-2 kg underweight during weighing (Sprint)	Time penalty of 10 seconds.	Article 1.3 Article 1.3-h)-b.
2-10 kg underweight at the time of weighing (Sprint)	Time penalty of 30 seconds.	Article 1.3
10 kg or more underweight at the time of weighing (Sprint)	One lap penalty.	Article 1.3
Leaving the pit lane without being weighed (Sprint)	Disqualification from the race.	Article 1.3
Detection of driving with loose lead (Sprint)	Penalty decided by the race director	Article 1.3
0-2 kg underweight at the time of weighing (Endurance)	Penalty of 1 lap.	Article 1.3 Article 1.3-h)-b.
2-10 kg underweight at the time of weighing (Endurance)	Penalty of 3 laps.	Article 1.3
10 kg or more underweight at the time of weighing (Endurance)	Penalty of 5 laps.	Article 1.3
Passing weight to the relief driver and therefore being underweight at the time of weighing (Endurance)	Penalty of 5 laps.	Article 1.3
Leaving the pit lane without being weighed (Endurance) ALSO APPLIES TO DRIVERS WHO DRIVE 2 OR MORE STINTS IN A ROW	Lap penalty of 5 laps.	Article 1.3
Observation of driving with loose lead (Endurance)	Meatball flag. Penalty decided by race director.	Article 1.3





4.6 Penalties during pit stops (Endurance)

Offence	Penalty/penalties	Reference
Entering the pit lane too quickly, causing congestion or otherwise creating a dangerous situation	One lap penalty.	Article 2.4
Passing the refuelling point	Time penalty of 20 seconds. Push the kart back to the refuelling point yourself.	Article 2.4
Taking a kart from the wrong colour row	One lap penalty.	Article 2.4
Leaving the pit lane earlier than the minimum pit stop time	Penalty of 2 laps (automatic).	Article 2.4
Leaving weight in the previous kart	Time penalty of 20 seconds. Consequence at weighing time.	Article 2.4 Article 1.3-f)-b.
Entering the pit lane within the last 10 minutes of the race	One lap penalty.	Article 2.4 (minimum stint time)
Being in the pit lane during the flagging of the race	Being placed last by means of a position penalty of at least the number of participating teams	Article 2.4 Article 1.6-b)
Maximum stint time exceeded during the race / entering the pit lane too late	Lap penalty of 2 laps. Each 2 minutes passed after the expiry of the maximum stint time will result in an additional penalty lap.	Article 2.4
Minimum stint time violated during the race / Entering the pit lane earlier than the minimum stint time	Penalty of 2 laps.	Article 2.4





5.0 Daily podium, Season podium, Points scoring and Scrapped result

During the DRS Nationals 2026, competitors will not only battle for the top three places on the podium on the race days themselves, but will also collect points for the top three places in the season rankings. The points collected during the ten Grand Prix races will be added together to determine the daily and season winners.

5.1 Points

Points will be awarded according to the final positions in each race, with an advantage for the top 3. This will be calculated per class, as follows:

POSITION	POINTS
1	75
2	73
3	71
4	69
5	68
6	67
7	66
8	65
9	64
10	63
11	62
12	61
13	60
14	59
15	58
16	57
17	56
18	55
19	54
20	53
21	52
22	51
23	50 and so on up to position 72, from which point all positions receive 1 point





5.2 Season classification

The points earned per race are included in the standings at the end of each (sprint) race and announced on the DRS Nationals 2026 webpage, although there may be some delay in this.

- a) In the sprint races, points are awarded for each of the 4 races.
 - a. The points are calculated per class after each race for the daily standings.
- b) In the endurance race, points are awarded per team for the race.
- c) All points earned are included in the season standings.
 - a. This means that in the case of the sprint races, 4 points are awarded per GP.
- d) The three drivers or three teams with the most points at the end of the Nationals win the season classification.

5.3 Tie/Ex aequo daily classification (Sprint only)

In the rare event that two or more drivers finish the day with exactly the same number of points, the final result will be determined as follows:

- a) First, the number of victories will be considered. The driver with the most victories will finish above the driver(s) with fewer victories.
- b) Next, the number of better final positions compared to the other driver(s) will be considered. The driver with the number of better final positions will finish above the driver(s) with less favourable final positions.
- c) Next, the best lap time achieved in the ^{first} qualifying session is considered to determine the result. The driver with the fastest time finishes above the driver(s) with a slower time.
- d) In the astronomically small event that there is still a tie, the race director, in consultation with the tied drivers, will decide on a suitable tie-breaker with the aim of ensuring the enjoyment of all parties.





5.4 Tie/Ex aequo Season classification

In the rare event that at the end of the season two or more drivers or teams finish with exactly the same number of points, the final result will be determined as follows:

- a) First, the number of victories will be considered. The driver or team with the most victories will finish above the driver or team with fewer victories.
- b) Next, the number of better final positions compared to the other driver or team will be considered. The driver or team with the better number of final positions will finish above the driver or team with the fewer good final positions.
- c) Next, the best lap time per qualifying session of all previous qualifying sessions per Grand Prix is considered.
 - a. For ^{each} qualifying session per GP, the "winner" is determined based on the fastest lap time.
 - b. All "victories" are then added up per player, and the driver or team with the most "victories" finishes above the driver or team with fewer "victories".
- d) In the astronomically small event that there is still a tie, the race director, in consultation with the tied players, will decide on a suitable tie-breaker with the aim of ensuring the enjoyment of all parties.





5.5 Scratch result

During the DRS Nationals 2026, we will use a scratch result for the Season Classification. This will be applied at the end of the last GP to calculate the final season winner per class.

- a) The Sprint classes consist of 4 races per GP, with the points scored in each race being recorded in the season classification.
 - a. At the end of the season, the 4 lowest points achieved will be discarded.
 - b. This means that not a single GP is discarded, but actually 4 races from the entire season.
 - i. For example: GP 1 race 4, GP 3 race 1, GP9 race 2, and GP10 Race 3 for a total of 4 points scored.
- b) All Endurance classes consist of one race per GP, and the points scored per GP are saved in the season standings.
 - a. At the end of the season, the lowest points total will be discarded
 - b. This means that 9 GPs will continue to count towards the season classification
- c) The purpose of the deletion is to keep the competition as fair as possible and to give season drivers a chance at the season podium even if they miss one Grand Prix or one or more races in a Grand Prix.
 - a. This means that a driver or team can miss one of the ten GPs for any reason without immediately jeopardising their championship chances.
- d) In the event that a driver or team is unable to participate in one of the ten GPs, that GP will count in full as a scratch result for that driver or team.
 - a. During the DRS Nationals 2026, a sprint driver may be disqualified from one or more races per Grand Prix as a penalty.
 - i. A disqualification can NEVER count as a scratch result!
 - b. During the DRS Nationals 2026, an Endurance team may be disqualified.
 - i. A disqualification can NEVER count as a scratch result!
- e) During the competition, the organisation may decide not to run a particular race for various reasons. This will be noted as a DNS.
 - a. A DNS can NEVER count as a scratch result!





6.0 Sodi World Series

During the races of the DRS Nationals 2026, points can also be earned for the SODI World Series, or SWS for short. In this chapter, we briefly explain what this entails, how it works and what the specifics are. For all (latest) information, drivers should consult the SWS website. The SWS is not part of Dutch Racing Series B.V. or its events, and all SWS logos, materials, names and events are the property of SODIKART S.A.

6.1 Accounts

In order to earn points, it is important that drivers have an SWS account, which can be easily created via the SWS website. After creating their account, each driver must 'affiliate' with a track or organisation in their profile. All karting tracks within The Karting Group as well as the Dutch Racing Series organisation are available on SWS for affiliation. It is not mandatory to affiliate with us in order to earn points during DRS races.

6.2 Points for nationality

Regardless of which track or organisation you are affiliated with and whether it is located in the same country as your nationality, you earn points for your own nationality. This means that as a Dutch citizen, you earn points to be invited to the Sodi World Series final to represent the Netherlands.

6.3 Different categories

At SWS, you can earn points for different categories. The categories for which you can earn points at the DRS are the SWS Sprint Cup, the SWS Endurance Cup and the SWS Junior Cup.

6.4 SWS Endurance Cup

To earn points for the SWS Endurance Cup, you must create a team in your SWS account with at least one other driver as a teammate. You must add the drivers to your team MANUALLY; this does not happen automatically, so don't forget! If you have not added any team members to your team, you will NOT be able to earn points for the SWS Endurance Cup.

6.5 Equality of names





Because we at DRS have to manually link and check the SWS accounts of the participants before we send the results to SWS, it is important that your SWS (team) name matches the name you used to create an account or register with DRS. If names differ to such an extent that we cannot find a match in the SWS database, you will not be able to earn points for the SWS.

6.6 Differences in regulations

The SWS is an independent organisation and has its own regulations, over which the Dutch Racing Series has no influence. This may mean that certain SWS categories and associated rules, minimum and maximum ages, etc. do not correspond to the categories and associated rules and ages determined by DRS. In some cases, this results in points not being awarded for the SWS. We are unable to change this.

6.7 Multiple classes on the track at the same time

During the DRS Nationals, there are sometimes two or more classes per category on the track at the same time. While it is possible for us to distinguish between these classes and have them compete for separate podium places, this is unfortunately not the case for SWS. Each session we drive can only be registered with SWS as one race. This means that in the case of the 3H and 2H Endurance Light & Heavy races, the combined total results of both classes are sent to SWS as the result. We cannot change this.

6.8 Differences between the 2024 and 2026 SWS regulations

The SWS adjusts its regulations every calendar year. The 2026 regulations, which come into effect on 1 January 2026, bring many new changes, the most important of which for us are the following:

- a) In 2024, we were able to register a maximum of three sprint races and one endurance race per day with the SWS.
 - a. This means that we had to use the final classification of each sprint category as the result and could not submit each sprint race independently.
- b) In 2025, this restriction of a maximum of three sprint races per day will be lifted, but the restriction of one endurance race per day will remain in place.
 - a. This means that from 2025 onwards, we will register all separate sprint races as individual races with SWS, so there will be more points to earn!
- c) In 2026, it will unfortunately still be impossible to split the different classes in the same session.





6.9 Determination and allocation of points

The Dutch Racing Series has no influence on the number of points awarded, no influence on regulations and no influence on other matters related to the SWS. The SWS is an independent organisation and is not subordinate to or part of Dutch Racing Series B.V. The DRS only has a partnership with SWS. We can only send the results of each race and have no further influence on the process. Once the results have been sent, we cannot change anything. So make sure you have your SWS name, account and, if applicable, team in order before each race. We cannot add teams and drivers to the results after they have been sent.

6.10 Specific questions about SWS

As DRS can only register races and send the results, we ask all participants with specific SWS-related questions to address them to SWS. Questions, comments, complaints and suggestions addressed to us that relate to the SWS, its regulations, website and events over which we have no influence will therefore not be dealt with by us.





Liability:

1.1 Participation in activities and entering locations used by Dutch Racing Series B.V. in the performance of its agreements (such as circuits, karting tracks, paddocks and catering areas) are at the Customer's own risk. The Customer is aware that by participating in an Event, as well as entering the locations where Dutch Racing Series B.V. operates, there is an increased risk of possible injury.

1.2 Dutch Racing Series B.V. is not liable for damage incurred during an Event that is directly or indirectly suffered by the Customer, of whatever nature, such as injuries, broken bones, physical or mental injury, or damage resulting from death.

1.3 Dutch Racing Series B.V. is not liable for loss, theft or damage to property.

1.4 If and insofar as Dutch Racing Series B.V. is liable, the liability of Dutch Racing Series B.V. is limited to the amount paid out by its insurance, plus the excess amount specified in the policy conditions. If, for any reason whatsoever, no payment is made under the insurance, any liability shall always be limited to the invoice amount, with a maximum of €10,000 (ten thousand euros).

1.5 The liability of Dutch Racing Series B.V. is at all times limited to direct damage. Dutch Racing Series B.V. is not liable for indirect damage, including consequential damage.

1.6 The Customer is deemed to be aware that the vehicles (karts) are not insured in accordance with the Motor Vehicle Liability Insurance Act (WAM) during an event. In the event of a collision, crash or reckless driving resulting in damage, the other party may hold the Customer liable.

1.7 Dutch Racing Series B.V. may hold the Customer liable if a vehicle (kart) or the circuits, including accessories, suffer damage caused by the Customer's careless actions.

1.8 Parents or legal representatives bear the full risk of damage at all times if a minor (< 18 years of age) visits or participates in an event and accept this increased risk.

1.9 The limitations of liability referred to in Articles 1.1 to 1.8 do not apply insofar as damage is the result of intent or deliberate recklessness on the part of Dutch Racing Series B.V. or its managers.

