



DUTCH RACING SERIES AND OUTDOOR KARTCIRCUIT DE LANDSARD PRESENTS

27 - 28 JUNE **2026**

24 HOUR

LANDSARD

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24H OF LANDSARD 2026

Welcome to the 24h of Landsard 2026, which will take place on 27 and 28 June 2026. We are delighted to have you join us! These rules will serve as a guide during the 24h of Landsard. 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 honour, 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 management, the equipment and, of course, all the marshals of the 24h of Landsard who will make it all possible. Sportsmanship is therefore the basis of this competition.

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

Version 1.1 EN | 23 January 2026

These regulations have been compiled in the Dutch language. Where these regulations are offered in other languages, they have been translated with the utmost care to ensure that they are as accurate and representative as possible. In the unlikely event of any differences (in interpretation) between the various language versions, the Dutch version and the organisation's interpretation thereof shall always prevail. Changes from previous versions are often, but not always, highlighted in yellow.

During the drafting of these rules, every effort was made to make them as comprehensive as possible. However, reality can sometimes prove unpredictable. The competition management/organisation always reserves the right to deviate from these rules 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 24h of Landsard 2026, every driver/visitor automatically agrees to the liability clause as stated in these regulations.

Organisational details:

Dutch Racing Series B.V.
Heinoseweg 10-b
8026PC Zwolle
KVK: 92349838





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

It is the responsibility of every driver 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 Sportsman:

- a) Is open and honest.
- b) Respects others.
- c) Respects agreements and decisions made by the race officials.
- 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) Sticks to the rules.
- g) Does not undermine anyone's dignity.
- h) Does not discriminate.
- i) Is fair and sportsmanlike.

These rules of conduct apply to everyone who enters the premises of Dutch Racing Series B.V., whether they are drivers or not.

Violation of the rules of conduct may result in a warning or removal/exclusion 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 companies. 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 consumption 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.
 - a. An alcohol tester is available. If staff have any doubts, drivers are obliged to cooperate with an alcohol test.
 - b. Refusal to take an alcohol test will result in immediate disqualification.
- c) The use of narcotics is not permitted anywhere on the premises. The use of soft drugs is also not tolerated and, if detected, 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 insert 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 secured 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 kart and arriving 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!
- m) Consuming your own food and drink is only permitted in the rest area.
 - a. Consuming your own food and drink on the terraces and in the restaurant is not permitted.





1.3 Weight(s)

This competition will operate with a minimum body weight of 85 kg. If a driver does not meet the minimum body weight requirement, they must add lead weights, which is subject to strict rules.

- a) The karts are equipped with a weight box on the side, which can hold up to 30 kg of lead.
 - a. The DRS has these lead blocks available in various weights.
 - b. The weights are available in blocks of 10 kg (blue), 5 kg (red) and 2.5 kg (yellow).
- b) The driver is responsible for ensuring that he/she drives at the correct minimum weight.
- c) The use of own lead plates is only permitted under the following conditions;
 - a. The lead plates must be securely attached to the driver's own inset seat.
 - b. It is forbidden to drive with loose lead plates, for example by placing them in the seat and sitting on them.
 - c. If the driver does not have his/her own inset seat, he/she must drive with weights provided by the organisation.
 - d. It is strictly forbidden to carry lead plates or lead blocks on the person, e.g. in a coat pocket, trouser pocket, etc.
 - e. Failure to comply with these rules will be severely punished!
- d) 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.
- e) The driver is obliged to take care of picking up the required weight themselves, placing it in the kart and removing it from the kart when leaving.
 - a. Each driver is allowed to bring a maximum of one person into the pit lane to assist in carrying this weight.
 - b. 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 management.
- f) After entering the pit lane, the driver is obliged to remove the weight from the kart and take it to the weighbridge to be checked by the weigh marshal.
 - a. During the race, it is forbidden to pass on the weight carried to the relief driver; the relief driver must ensure the correct weight himself.
 - b. Leaving the weight in the kart or passing it on to the relief driver will result in an underweight and will be penalised.
- g) 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 management in advance.
 - a. The race management will determine whether and what solution is required.
- h) Failure to meet the minimum body weight during the weigh-in will result in penalties depending on the number of kilograms that are missing.
 - a. See the penalty overview for details of these penalties.





- b. The minimum weights set are a hard limit; too light is too light, even if it is 'only' 1 gram, and there is no room for discussion.
- 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. This will result in the heaviest penalty possible at the time of weighing.
 - a) ii. Immediately after exiting the car, all drivers must collect any weight they may have taken with them and report to the weigh marshal, where they will be allowed to leave the pit lane after being weighed.
 - b) iii. 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 this 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 next to each name behind the box for the race just driven.
 - ii. The driver is obliged to initial this box once he/she has verified that the weighing marshal has recorded the weight just measured behind the correct driver and race.
 - iii. If a driver has not initialled 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, under any circumstances, be disputed.





1.4 Body posture, driving behaviour and equipment

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

- a) Drivers must be at least 1.40 metres tall to participate.
- 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 must be returned to their designated place after each race, just like the weights.
 - b. The booster seats provided may not be stolen or covered with lead and must be returned to their designated location 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 down 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 driver's entire visor and eyes must remain above the top of the steering wheel 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 moments 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 starting procedure has begun, the visor must be closed immediately.
- f) From 22:00 and/or the moment the track lighting is switched on until 06:00 the following day, drivers may only ride with a clear visor.
 - a. Coloured, tinted, foil-covered 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 on loan, in which case wearing a balaclava is mandatory.
- b. It is explicitly prohibited 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 always reserves the right to refuse or remove from the track any driver who does not comply with this rule, without any compensation being awarded in any form whatsoever.
- i) The driver is obliged 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. It is recommended to wear a racing overall.
 - d. Wearing (racing) gloves is recommended.
- 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, requirements and prohibitions have been established.

- a) All participants must always treat the equipment with care.
- b) It is forbidden to kick, hit, punch, 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; the driver must check this before leaving the pit lane.
 - a. This lid must also be secured without force.
- f) For safety reasons, to ensure proper adjustment and to maintain equality among the karts, drivers are prohibited from touching certain parts of the kart. It is prohibited to touch;
 - a. The engine, starter button and pull start cord
 - b. The carburettor and all carburettor attachments such as;
 - i. The choke
 - ii. The fuel cock
 - iii. The Throttle valve etc.
 - c. Unscrewing the petrol tank cap
 - d. when found that these prohibitions have been ignored, the match official will impose a penalty.
- g) The organisation does its utmost to maintain and adjust all equipment as accurately and consistently as possible, using various means to achieve this, such as;
 - a. Testing of 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 Dyno bench
 - e. Organising test sessions for participants, etc.
- h) Despite all efforts made by the organisation, participants are expected to realise and accept that technical defects are inherent to motorised (karting) sports and may occasionally occur unexpectedly.
- i) If the driver detects a technical defect with 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 abilities organisation

During this competition, there are two different classes: FUN and PRO.

- a) The 24-hour or Landsard race will be run in teams in the following classes:
 - a. 24-hour FUN and PRO simultaneously on the track:
 - i. PRO 85 kg + 32 mandatory pit stops
 - ii. FUN 85 kg + 38 mandatory pit stops
 - b. The minimum number of team members for the 24-hour race is four.
- b) Weighing is mandatory at every pit stop.
- 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) Classes that drive on the track at the same time as another class each compete for their own classification.
- f) 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 assign them to another class.
- g) For clarification: During the Race, 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 and still images and using social media has become an integral part of our lives. Many people own a GoPro or other type of action camera and have a social media account, and the organisation also makes extensive use of these for promotional purposes. However, for the purposes of organising this competition, we have decided the following:

- a) All forms of visual material, with or without sound recording, captured during the DRS may only be used for personal or promotional purposes.
- b) Visual material in any form may not be used to challenge or impose a penalty, violation or decision by the race director.
 - a. This applies regardless of the origin or source of the footage.
- 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.
- e) The organisation encourages participants to tag its relevant social media channels when sharing images or updates related to the 24h or Landsard and all its competitions.
- f) The organisation and/or third parties hired by the organisation will take photographs, make video recordings 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 Registration, discount and cancellation

Registration for the 24h of Landsard takes place via the Dutch Racing Series website (www.dutchracingseries.nl) on the specific page(s) for the 24h of Landsard.

- a) As soon as registration for this edition opens, you can register by completing your purchase via the booking page.
 - a. This edition offers an "early bird discount" for the first 10 registrations who enter the code "24HLANDSARD" during the checkout process.
 - b. This code will only work for the first 10 registrations.
 - i. This means that once 10 registrations have been successfully paid for, the code will automatically be deactivated.





- c. After the discount code has been deactivated, it will no longer be possible to receive a discount on the registration, and the full amount will have to be paid online without any deductions in order to finalise the registration.
- b) By registering and paying, you are guaranteed a place in the 24h or Landsard.
- c) It is not possible to cancel after registration and payment.
 - a. No refunds are possible in any form.
 - b. If you still wish to cancel your registration, it is possible to transfer the registration to another team.
 - i. The original registrant is responsible for finding a replacement team.
 - ii. Both parties are responsible for any transfer of funds to each other.
 - c. When a replacement has been found, the original registrant must notify the organisation by email at least 48 hours in advance.
 - i. All necessary details and personal data of the replacement party must be provided for correct administrative processing.
 - ii. The original registrant must pay an administration fee of €50.
 - d. A transfer is only valid after all necessary information has been provided, the administration fee has been successfully paid, and a confirmation letter has been received from the organisation.

1.9 Special regulations

These main regulations cover most aspects, but certain matters require additional or modified rules. These details are described in the special regulations, which will be shared prior to the event. 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 regulations.





2.0 Competition

A race includes all parts of a race day in which karts are driven to achieve certain results in order to attain one or more objectives.

2.1 Kart Draws

The kart allocation is done by the organisation prior to the event. The karts do not have fixed numbers, so they are rotated. If a kart develops a technical fault, the transponder and transponder plate will be moved to a replacement kart. Please pay close attention to the number you have been assigned, as it is always the driver's responsibility to get into the correct kart.

2.2 Qualification and Training

Free practice and qualifying take place prior to the race. Free practice lasts 30 minutes, followed by 20 minutes of qualifying. During free practice, teams are allowed to change karts in the pit lane, but this is not mandatory. During qualifying, it is not permitted to change karts, and the pit lane will be closed so that the officials can prepare them for the race. After qualifying, all drivers will be welcomed on the track and then sent to the starting grid in order of qualification to be lined up in a Le Mans-style starting grid.

2.3 Race

The starting grid is determined based on the fastest laps driven during qualifying. Drivers are prohibited from overtaking each other between the starting point and the starting grid, as they will be sent off in order. The race will be started with the national flag, and the aim is to drive 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-lined up, 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. 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 a fellow driver, i.e. pushing a fellow 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, they may choose to give back the position they gained, but this does not exempt the offender from their action, and the race officials may still impose a penalty in serious cases. Drivers are strictly prohibited from stopping on the track during the race for any reason whatsoever, except for technical defects that affect the kart's drive and are beyond their control. Because stopping on the track jeopardises the safety of all





drivers and marshals, the race officials will impose severe penalties in all cases of unauthorised stopping on the track. For an overview of penalties, please refer to the penalty overview in these regulations.

2.4 Pit stops, stint time and lane colours

As described in Article 1.6, there are two classes and a mandatory minimum number of pit stops during the 24h of Landsard 2026. Pit stops are made by sorting into the pit entrance on the left-hand side in the last corner 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 scales. 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's 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. Four replacement rows will be used with the following four colours: Red, Green, Yellow and Blue. Taking a kart from a row of a different colour than the one assigned will be penalised according to the penalty overview.

Pit stops will have a minimum duration of **90 seconds**. 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 driver changes are not rushed and accidents are prevented. To assist with this, the pit stop time will be displayed on the screen in the pit lane so that drivers have an accurate indication of the time elapsed. However, it is the responsibility of the changing team to spend the minimum 90 seconds in the pit lane, even in the unlikely event of technical malfunctions in this system. If the pit lane is left too quickly, i.e. within the set time, an automatic penalty of 2 penalty laps will be imposed (see penalty overview).

During the race, a maximum stint time is applied for the drivers, which is 55 minutes. This means that drivers may be on the track for a maximum of **55 minutes** at a time before they are required to make a pit stop. 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. A driver may drive two or more stints in a row, but during EVERY pit stop, the car must be weighed before leaving the pit lane. No exceptions will be made to this rule.





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 or she may report to the race officials, who will answer questions only if there is time and space to do so.

2.6 Reckless driving and exceeding track limits

Every driver has the opportunity to explore the track during free practice and qualifying prior to the 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 aim on the 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 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. If it is found that a driver, whether through incompetence, overconfidence or recklessness, repeatedly leaves the track and/or repeatedly hits warning, boundary marking or impact-absorbing material, this will result in exponentially increasing consequences. The driver in question will first be warned about his/her riding behaviour, then receive a warning flag and finally a black flag and thus a DQ (see penalty overview).

2.7 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, only the team captain may report to the race officials, who will respond if time and space permit. After the end of the 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.





2.8 Penalties and live timing

Any penalties will be processed in the timing 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 the 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 first place until the number 2 driver crosses the start/finish line, at which point the penalty causes the offending driver to fall behind again. This results in constantly changing positions until the offending driver has created a 3-second lead over his predecessor.

2.9 Wireless communication and interference

During the 24h of Landsard 2026, the use of wireless (helmet) communication is permitted.

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, safetylights and safetykart

The organisation has several resources 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 striking flashing lights.

3.1 Yellow

Yellow can be indicated by means of a yellow flag, a safety light that burns 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 continue driving attentively 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 once they have passed this green flag.
 - i. So not from the moment of "observing" 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 continue driving attentively 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) In the event of a "full course yellow", the race clock will continue as normal.
 - a. Should the race time expire during a full course yellow situation, the race management will determine which lap and/or round will count as the result.

3.2 Green

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

- a) When passing green, the track can be considered clear and the race may continue unhindered.





- b) It is not permitted to accelerate or overtake before passing the next green flag; this will be considered and penalised as ignoring a yellow flag.
- c) Green is given by the next marshal after one or more yellow flags.
- d) 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 starting lights.

- a) When the 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 required to line up behind each other when coming to a halt, and to move as far to the side of the track as possible in order to ensure a clear line on the track.
 - a. This is extremely important for any emergency services that may be called to the scene.
- c) Until further notice, every driver is obliged 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; depending on the situation, this may take some time.
 - a. The organisation's fundamental priority is the safety of drivers and staff, and it will handle and disseminate information according to priority.
- e) In the event of a restart of the race, the provisional standings from two laps before the red flag incident will be retained where possible.
 - a. A restart may take place in various ways and will be determined by the match officials.
- 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 considered the final result.

3.4 Black and white diagonal (warning flag)

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

- a) The warning flag will only be displayed at the start/finish line and will be accompanied by the kart number of the offender, as indicated 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 serves to disqualify a driver for at least the current stint.

- a) The black flag is only given at the start/finish and will be accompanied by the offender's kart number on 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) Upon receiving a black flag, 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 director to the driver concerned in the pit lane.
- 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 will only be given at the start/finish 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 concerns the kart, the organisation will provide a replacement kart with which the race can be continued.
- e) If the technical defect relates to the driver's equipment, the driver is expected to remedy the problem, after which the race can be continued.
- f) A pit stop as a result of a meatball flag will always count as a normal pit stop and is therefore subject to the rules that apply to a pit stop.





3.7 Safetykart

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-coloured 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 join in front of the race leader.
 - a. In cases where this is unsuccessful for any reason, the safety kart will proceed in the field to seek out the leader and drive in front of them
- c) All drivers are expected to remain behind the safety kart and drive in single file, keeping as close as possible to the speed of the safety kart and the lines it takes.
- 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 PROHIBITED from entering the pit lane.
 - a. Entering the pit lane or otherwise leaving the line of karts behind the safety kart will be penalised.
 - b. When breaking or leaving the peloton for any reason, the offending driver must always rejoin the back of the peloton 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) Once the situation that prompted the deployment of the safety kart has been resolved, the safety kart will leave the track via the pit lane entrance.
 - a. The driver of the safety kart indicates this by switching off the lights in the last sector and holding up their left hand.
 - b. The race leader 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 crossing the start/finish line.
 - d. Overtaking, driving alongside another driver or accelerating before crossing the start/finish line will be considered overtaking under yellow flags 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 pass counts as the end result.





3.8 Driving behaviour, warnings and signs.

As described in Article 2.6, during this competition we will be focused on fair driving behaviour, the preservation of the DRS karts and the preservation of the track. In order to stop notorious repeat offenders if they do not comply with this, the following rules have been established.

- a) In the event that the competition management finds that a participant repeatedly violates the rules set out in Article 2.6, either intentionally or through ignorance, exponentially increasing penalties will be imposed.
 - a. Upon observation, the participant will first be made aware of his/her undesirable behaviour.
 - i. This occurs at the start/finish line by means of the number board and a sign displaying "rijgedrag".
 - b. At the next offence, the participant will receive an official warning by means of the warning flag, the number plate and a sign bearing the words "rijgedrag"
 - c. In the event of a subsequent violation, the participant will be disqualified by means of the black flag and the number board.
 - i. This means that the current driver is disqualified for the current stint.
 - ii. A teammate may take over the kart during the pit stop and resume the race.
 - iii. Depending on the decision of the race director, the disqualified team member may drive the next stint.





4.0 Penalties and warnings overview

It goes without saying that the guiding principle of this competition and all participants should be that they compete fairly with each other and that every offence is one too many. However, as that would be utopian, here is an overview of penalties and warnings that will be issued during the 24h of Landsard 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/Penalties	Reference
Failure to comply with rules of conduct	Disqualification and removal from the premises.	Article 1.1
Observation of use/possession of alcohol, drugs or other narcotics	Disqualification and removal from the premises.	Article 1.2-a) Article 1.2-c)
Observation of alcohol consumption before or during the race	Disqualification from participation (in team) that day.	Article 1.2-b)
Not having basic equipment in order	Warning and command to resolve 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. t/m e. Article 3.6
Failure to attend one or more parts of the competition (on time)	Start from the back. Start from the pit lane. You will not receive any points for the missed parts.	Article 1.2-k)



4.2 Penalties during qualification and grid forming

Offence	Penalty/Penalties	Reference
Obstructing a fellow driver	Warning. Disqualification of current driver for current stint.	Article 2.2
Ignoring a yellow flag or failing to reduce speed sufficiently	Starting from the back.	Article 2.2 Article 3.1-a)-a.
Overtaking under yellow	Starting from the back.	Article 3.1-a)-b.
Overtaking another driver after being sent away from the starting position	Starting from the back.	Article 2.2 Article 2.3
Getting into the wrong kart/driving out of the pit lane	Starting from the back.	Article 1.2-k) Article 2.1 Article 2.2

4.3 Penalties during the race

Offence	Penalty/Penalties	Reference
Unsportsmanlike hand gestures	Warning. Time penalty. Disqualification.	Article 2.3
Unsportsmanlike driving behaviour per successive offence	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	lap penalty of 2 or more laps (automatic).	Article 2.4
Exceeding the maximum stint time	lap penalty of 2 or more laps (automatic).	Article 2.4
Driving in or entering the pit lane too fast	lap penalty of at least 1 lap	Article 2.4
Making too few pit stops during the race time	To be placed last by 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 for 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 driver & stint and possibly the team. This is at the discretion of the race management.	Article 3.5-c)
Unauthorised stopping on the track	Lap penalty of at least 5 laps per offence.	Article 2.3

4.4 Penalties during safetykart

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)
Weaven 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 one lap. Must rejoin the back of the procession before continuing the race.	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.
Not following the Safety Kart closely or leaving an unnecessarily large gap between you 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 weigh-in

Offence	Penalty/Penalties	Reference
0-2 kg too light at the time of weighing	Penalty of 1 lap.	Article 1.3 Article 1.3-h)-b.
2-10kg underweight at the time of weighing	Lap penalty of 3 laps.	Article 1.3
Weighing 10 kg or more less than the required weight at the time of weighing	5-lap penalty.	Article 1.3
Passing on weight to the relief driver, resulting in being underweight during weighing	Lap penalty depending on how many kilograms underweight.	Article 1.3
Leaving the pit lane without weighing THIS ALSO APPLIES TO DRIVERS WHO DRIVE TWO OR MORE STINTS IN A ROW	5-lap penalty.	Article 1.3
Observation of driving with loose lead	Meatball flag. Penalty decided by match official.	Article 1.3

4.6 Penalties during pitstops

Offence	Penalty/Penalties	Reference
Entering the pit lane too quickly, causing congestion or otherwise creating a dangerous situation	Penalty of 1 lap.	Article 2.4
Driving past the petrol station	20-second time penalty. having to push the kart back to the refuelling point yourself.	Article 2.4
Take a kart from the wrong colour lane	Penalty of 1 lap.	Article 2.4
Leaving the pit lane earlier than the minimum waiting time	Penalty of 2 laps (automatic).	Article 2.4
Leaving weights in the previous kart	Time penalty of 20 seconds. Consequence at weighing time.	Article 2.4 Article 1.3-f)-b.
Being in the pit lane during the finishing of the race	To be placed last by means of a position penalty of at least the number of participating teams	Article 2.4 Article 1.6-b)
Exceeding max stint time during the race / entering the pit lane too late	Penalty lap of 2 laps. For every 2 minutes passed after the maximum stint time has elapsed, an additional penalty lap will be imposed.	Article 2.4



5.0 Podium and results

The aim of this race is to complete as many laps as possible within the 24-hour time limit. The team with the most laps at the end of the race is the winner. Both classes compete for their own podium places.

5.1 Classes PRO and FUN

Although both classes will be racing on the track at the same time, they will be competing for their own podium places. This means that prizes will be awarded on two podiums at the end of the 24-hour race.

5.2 Draw/Ex aequo

In the rare event that, at the end of the race, two or more teams have completed exactly the same number of laps and cross the start/finish line at exactly the same time, the winner will be determined as follows:

- a) First, the fastest time during qualifying will be considered. The team with the better lap time will be crowned the winner.
- b) Then, the fastest time during the race will be considered. The team with the faster lap time will be crowned the winner.
- c) In the astronomically rare event that there is still a tie, the match leader will decide, in consultation with the players involved, on a suitable tiebreaker with the aim of ensuring that all parties enjoy the match.





6.0 Sodi World Series

During this race, points can also be earned for the SODI World Series, or SWS for short. In this chapter, we briefly explain what that entails, how it works and what the specifics are. For all (latest) information, drivers should visit 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 the driver has 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 24h of Landsard 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 for a chance to be invited to the Sodi World Series final to represent the Netherlands.

6.3 Different categories

At SWS, you can earn points in various categories. The categories in 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 Same names everywhere

Because we at DRS have to manually link and check the participants' SWS accounts before we send 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 the 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 Regulatory differences

The SWS is an independent organisation and has its own regulations, over which the 24h or Landsard 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 this race, two classes compete on the track simultaneously. While we are able to distinguish between these classes and have them compete for separate podium places, unfortunately this is not the case for SWS. As a result, the combined overall results of both classes will be sent to SWS as the final result. We are unable to change this.

6.8 Determination and allocation of points

The 24h of Landsard 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.

6.9 Specific questions about SWS

As DRS can only register races and send the results, we kindly request all participants with specific SWS-related questions to address these 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, 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 (the 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.

This text has been translated from the Dutch language for ease of use. In any case of possible litigation or any other legal proceedings the original Dutch legal text and the presiding court's interpretation of it shall be used.

