



26 HOURS OF
WORLD
KARTS
2026

February 7th - 8th 2026



Official Rulebook v 1.0

(release 17.01.2026)

Intro

Dear drivers,

We want to thank you for your trust and your participation in the 26 hours of Kortrijk race, staged at Worldkarts on Feb 7th - 8th 2026.

Our goal is to organize another memorable endurance race with lots of excitement, fair play and equal opportunities for everyone. In the end we want to make sure that everyone had a good time, racing on one of the best karting tracks in Belgium.

The official language of the event – and this rulebook – will be **English**, but on Saturday February 7th, we will have briefings for the team chefs in Dutch, French and English!

It is the first edition where we will have two categories, PRO and AM!

There will be 13 teams in each category.

All teams will drive all karts from their category, which means we will have 28 karts in total:

13 PRO karts + 1 reserve kart

13 AM karts + 1 reserve kart

During the first briefing, we will draw which group of karts (lowest numbers vs. highest numbers) goes to each category. We will do our utmost to ensure that the two groups of karts will be very similar in terms of performance.

The top 3 finishers from the AM category will be obliged to progress to the PRO category in 2027.

The bottom 3 from the PRO category will have the option to go down to the AM category in 2027.

1. Teams - Drivers - Equipment

- A) All **teams** must have minimum 4 drivers, and maximum 10.
- B) A driver can only race for 1 team! If he/she drives elsewhere both teams will suffer a 5 min. penalty.
- C) **Drivers** must have a minimum of experience with competitive indoor kart racing. To guarantee everyone's safety and pleasure, we request that all drivers can set a time within 104% of the track lap record.
Drivers must be minimum 1m40.
Drivers must weigh a minimum of 50kg.
Drivers must be at least 12 years old. Exceptions can be granted by the organization if we are reassured that the younger driver has enough experience to participate in a safe manner.
- D) All drivers must **wear** a closed full-face helmet and decent shoes.
Racing suits, gloves and a neck-protector for minors are advised.
Scarfs are forbidden, and drivers with long hair are obliged to tuck the hair into their helmet.
- E) Communication sets are allowed.
- F) All teams need to give their final driver list by January 26th 2026.

1. Karts

During the 26hour race **each team will drive with every kart in their category (PRO or AM)!**

The karts that are used are the racing karts from Worldkarts Kortrijk.

Type : Sodi SR5 - Honda 270cc

Kart Change procedure during the race is explained in paragraph 7.2

All karts will be tested and weight equalized. This means that we will go the maximum to provide equal karts to all teams and drivers.

2. Practice

Practice will be possible on Friday February 6th, and Saturday February 7th 2026.

It is advised to reserve your practice sessions in advance via www.24hkortrijk.be/practice

The dates when the booking of the practice sessions will open will be announced later.

Be aware that we are organising our Briefings during the practice sessions, so make sure you don't book heats when you are supposed to be in one of the Briefings.

3. Timing

Friday February 6th 2026

16h30 – 22h00 : Practice sessions

Saturday February 7th 2026

08h00 : Doors open

08h30 – 10h00 : Practice sessions

08h30 Dutch Briefing (NL) + Qualifying kart draw + Kartgroup draw per category

09h00 French Briefing (FR) + Qualifying kart draw

09h35 English Briefing (ENG) + Qualifying kart draw

10h30 Qualifying

11h30 Team photos on starting grid

12h00 Race Start

Sunday February 8th 2026

14h00 Race Finish

14h30 Podium ceremony

4. Rules

4.1 Weight

6.1.1 General

Every driver has to weigh a minimum of **85kg** after completing a stint. We always check weight after a stint.

Each team has to drive **4 stints** at **95kg**. A stint is from the start of a kartchange until the next kartchange, so more or less 1h42min.

Insert seats, neck- & ribprotectors count as personal weight.

It is mandatory to tell the marshalls in the pitlane when you will start a 95kg stint. When a driver does a 95kg stint, he has to wear a **yellow fluo arm bracelet** (provided to all teams by the organization).

When a driver does a double stint, it is allowed to do one stint at 95kg and one at 85kg, but you have to weigh in on the scales after the first stint. The fluo arm bracelet also has to be put on for the 95kg stint.

It is not allowed to start & finish the race at 95kg.

6.1.2 Worldkarts racekarts

The normal racekarts at Worldkarts have weightboxes that can take up to 30kg lead (*).

* **Important** : Please be aware that because of the weight equalization system, some karts will have permanently added weight (max 10kg) to the chassis, which means that “only” 20, 22.5, 25 or 27.5 kg can be added to these karts to reach your 85/95kg.

The organization will provide a full list of all karts with the permanent weights -GREEN COLOURED WEIGHT BLOCKS- added to the chassis, before the start of the event! These added weights will remain unchanged for the entire 26 hours race. It is strongly forbidden to touch/remove these weights!

Note : If you have very light drivers in your team, it might be worth considering to choose karts that have no permanent weight for these drivers.

4.2 Qualifying Format

After the briefings each team will draw their first Qualifying kart !

- 10h30 Qualifying 1 (**Q1**) – 15' session with your 'drawn first Qualifying kart'
- 10h50 Qualifying 2 (**Q2**) – 10' session with you 'drawn first Qualifying kart -1'
- 11h10 Qualifying 3 (**Q3**) – 1 lap qualifying with your 'drawn first Qualifying kart-2' in reverse order of Qualifying standings after Q1 and Q2

=> **3 different drivers from your team** have to drive 1 session each.
No driver changes are allowed during a qualification session.

=> **Best combined laptime starts on pole**, etc.

Two examples :

- F.ex. Team that drew kart #7 at the briefing, drives the qualifying in karts nr. 7, 6 and 5.
- F.ex. Team that drew kart #1 at the briefing, drives the qualifying in karts nr. 1, 28 and 27.

=> If you **touch** the barriers after start/finish on a "hot lap", we will remove that laptime. Two times and we will add 1 second to your Qualifying total.

Team Letters – Based on Qualifying Result AND Category

After Qualifying the last team on the grid from the **PRO** category will be Team A, second last of the PRO category team B, etc... until we reach the highest ranked PRO team that will be Team M.

The last team on the grid from the **AM** category will be team N, second last of the AM category team O, etc... until we reach the highest ranked AM team that will be Team Z.

Your team letter remains the same throughout the entire race.

PRO TEAMS = A -> M

AM TEAMS = N -> Z

Startgrid

The pole sitter will start the race in the kart with the lowest number of the category's kart selection. The second positioned team of that category will take the lowest number +1, etc.

F.ex. The PRO teams have drawn the highest kartnumbers (f.ex. kart 16 -> 32). If a PRO team qualifies on pole, he will start the race in kart 16, the second team of the PRO category will take kart 17, etc. The highest ranked AM team will start in kart 1, second in kart 2, etc.

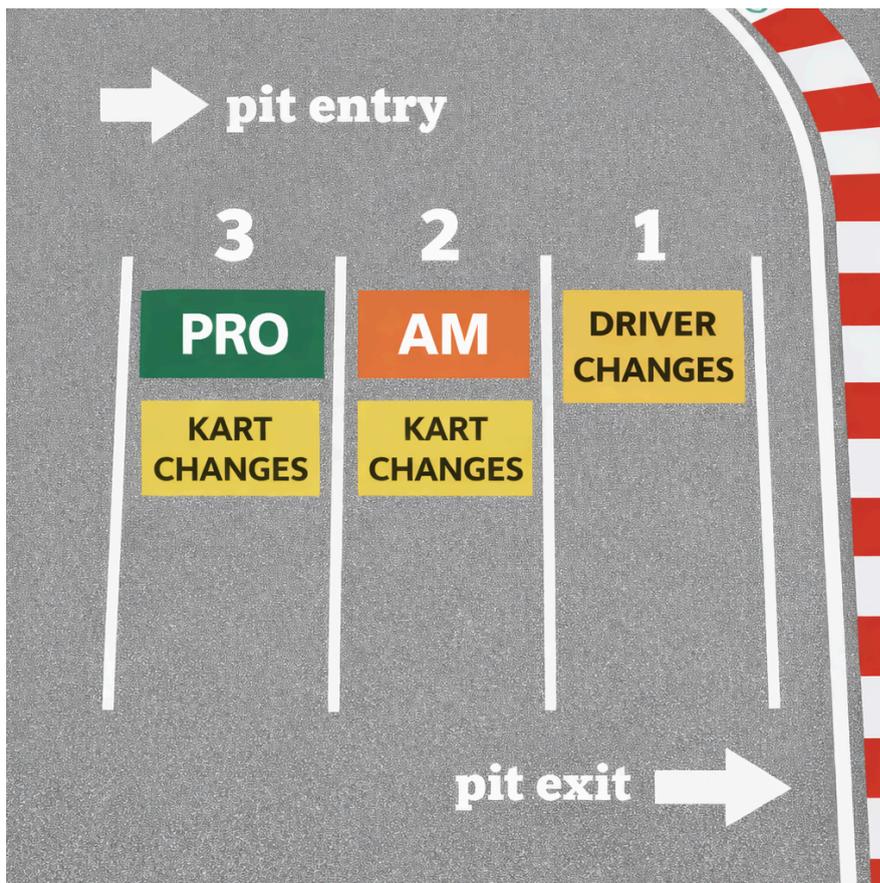
4.3 Pit lanes

We will use all pitlanes for different purposes. It is very important that teams choose the **correct pitlane** every time they enter.

Pitlane number 1 (closest to the circuit) = lane for **driver changes** outside of the kartchange windows!!

Pitlane number 2 (middle lane) = lane for **kart changes for AM category teams**

Pitlane number 3 (furthest from the circuit) = lane for **kart changes for PRO category teams**



If for some reason a driver chooses the wrong lane, we will push the kart backwards, so that you can still access the correct lane. All the time lost in this process will be your own responsibility. A warning will be given to that team as well.

4.4 Kart Changes

4.4.1 General

All teams will drive the exact same karts from every team from their category, which is half of all 28 selected Worldkarts racekarts.

This means that we will do 14 stints = 13 kart change procedures.

We will always call in team "A" first, followed by team "B", etc.. until we get to team "Z" .

Attached to the rulebook you will find the "26hr race kart rotation" document we used in previous editions, which gives a clear overview of how it works.

Once we attribute the team letters based on Qualifying result, we will update this document with your team name in the "Team Letter " column.

Driver changes are also allowed during kart changes. We will refuel the karts éach time we change karts, so we ask all drivers to respect the mechanics who do the refueling. The minimum pit time is large enough which means nobody needs to rush in/out the karts.

When you do a kart change, you always have to spend at least **90 seconds** in the pits (1min30sec).

When you enter the pit, your entry will be detected automatically, and your time will start to count. Once you see your time on the screen approaching the required 90 seconds, you are allowed to approach the exit of the pitlane. Be aware that you don't leave the pits too soon, because penalties are applied if you do so. Make sure you know where the detection line is for pit exit!

Leaving the pits too soon, < 1 second = 30 sec penalty,

Leaving the pits too soon, >1 second = extra pitstop!

4.4.2 Kart Change Procedure

A) On track

As stated above, we will always call in team A first, followed by team B etc., until Team Z. We will use a pitboard or similar with your **letter**, to call you into the pits. When we call you into the box, you have to pit immediately! If you fail to pit immediately, you will receive a warning.

You should **always** (!) raise your hand or nod your head to the marshal, to acknowledge that you have seen your Team Letter, and that you will come into the pits **immediately**.

B) Once into the box

You will drive into the box at a safe and reduced speed. You always choose **pitlane 3** if you are a **PRO** team, and **pitlane 2** if you are an **AM** team.

There is no need to drive fast past the detection line, your clock has started and there is plenty of time to perform your kart change. You approach the pit crew at a reduced speed. Failing to do so will result in an immediate warning or penalty.

You have time to transfer your weights to the next kart in line if you plan to continue.

Your teammate that replaces you can already sit down in the kart, if you opt to change drivers whilst changing karts. Your replacement driver sits down in the kart that stands in front of the position where you (will) park your kart.

Nobody can be in the pitlane for assisting this kart & driver change.

Exceptions on this rule must be requested before the start of the race, and will only be granted to very light or young drivers that need to carry or transfer more than 20kg of ballast.

This assistant must wear the team manager jacket provided by the organization. Without this jacket he/she will be sent out of the pitzone.

C) Exit

Before you rejoin the track, **you must always have your unique driver bracelet scanned.**

Please present it to the marshall in the pits when you have your kart parked between the pit exit lines.

Once the time in the pits comes close to the required 90 seconds minimum, the driver is allowed to start accelerating to leave the pits.

Anyone who drives out of the pits too soon, will be penalized.

Rejoining the track means giving advantage to the drivers approaching turn 1. Blocking the inside is only allowed once the yellow line on the floor ends.

D) Kart change because of a mechanical failure

If a driver suffers a mechanical failure, he will try to stop somewhere on track close to a marshall, where he/she will explain what the problem is.

The marshall shall either directly confirm the need for a replacement kart (f.ex. flat tire), or he will test the kart. If no problem is found, a driver must continue with the kart and he will not recover any time lost. If the problem is confirmed, the driver will get a replacement kart and he will recover the full (!) laps lost in this process.

If f.ex. you lose 3 laps and 25 seconds, only the 3 laps can be added to your time.

The organization will try to repair the broken kart as soon as possible, so that it can return to the original kart rotation plan for the other teams. If we fail to repair the kart, we will update the kart rotation plan and publish what kart has been replaced by which number.

If the organization can determine that a mechanical failure is the direct result of a driver error (crash with another kart, or the wall/flexi track boarding), then the team will not recover any of the time lost because of this.

In the rare event of a kart that gets slower gradually with no real malfunction, we hold the right to test this kart if we fear it might not get within 104% of the current best laptimes. If it has become too slow, we will take it out for repairs (if possible), and a replacement kart will be used for as long as necessary. Time lost for changing kart will be recovered.

If a team requests this kind of test of a kart, and we can set lap times within 104% of the current laptimes, then we will change karts, give the original one back, and all lost time will be on the team's account.

6.5 Extra driver changes

PRO Category : 4 extra driver changes -> TOTAL OF 17 PITSTOPS

AM Category : 14 extra driver changes -> TOTAL OF 27 PITSTOPS

All teams have to do **extra driver changes** during the race.

This is only allowed in pitlane number 1 !

The driver that leaves the track will have his/her weight checked.

For these changes you also have to spend 90 seconds in the pitlane, and the same principles as for a kart change apply.

Before rejoining the track, have your bracelet scanned by one of the crew members.

The same driver that has entered the pitlane has the right to continue him/herself, if he/she comes to a complete stop. If you do a double stint and want to do one of your stints on 95kg, you have to weigh yourself on the scales in between the two stints.

Nobody can be in the pitlane for assisting driver changes, except for those who got the exception request granted.

This assistant must wear the team manager jacket provided by the organization. Without this jacket he/she will be sent out of the pitzone.

If you're doing a 95kg stint, you can change drivers as long as the replacement driver continues at 95kg. Failing to do so will result in regarding this entire stint as a 'normal 85kg stint'.

If you have done more than the minimum required amount of extra driver changes in your category, it is not necessary to spend 90sec in the pitlane, you do however, have to come to a complete stop between the lines, before leaving the pits safely.

Remember, before rejoining the track, you must always have your unique driver bracelet scanned.

Please present it to the marshall in the pits when you have your kart parked between the pit exit lines.

6.6 Stint Requirements

Each pilot will have a unique driver bracelet. Everytime you leave the pitlane, you must have your bracelet scanned.

On the Live Timing you will be able to see what driver is currently driving, and his/her total driving time.

1. Driving time per driver

4 drivers : Each driver must drive at least 5 hours

5 drivers : Each driver must drive at least 4 hours

6 drivers : Each driver must drive at least 3 hours 20min

7 drivers : Each driver must drive at least 2 hours 55 min

8 drivers : Each driver must drive at least 2 hours 30 min

9 drivers : Each driver must drive at least 2 hours 15 min

10 drivers : Each driver must drive at least 2 hours

2. Stint minimum/maximum

Each driver must drive at least 10 minutes per stint.

Each driver can not exceed 4 hours per stint.

3. Total Pit time

Every team from the **PRO** category must spend at least **27 minutes** in the pitlane in total.

Every team from the **AM** category must spend at least **42 minutes** in the pitlane in total.

6.7 Flags



Finish flag

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



Green flag

The green flag is shown to indicate the start of the qualifying session or the race.



Yellow flag

The yellow flag is shown and used to indicate that there is danger on the track. The driver must reduce speed and overtaking competitors is prohibited until the first bend after the accident. Ignoring a yellow flag or overtaking under yellow will be punished with a time penalty.



Blue flag

There will be **NO** systematic blue flags. It is up to the teams to go through traffic smoothly.

Of course, it is **NOT** allowed to block a team that is about to lap you. We can show the blue flag to somebody who looks to be holding up a team that is in front. Not respecting the blue will result in a straight Time Penalty.



Orange flag

The orange flag is shown when a driver makes a wrong or unsportsmanlike overtake. The driver who gets the flag must give the other driver a possibility to pass as quickly as possible. Ignoring the orange flag results in a time penalty.



Warning flag

This flag will be shown when:

- Repeatedly hitting other karts in braking zones.
- Aggressive gestures



Time Penalty flag

You have a time penalty, there will be 30" added to the minimum time of your next pitstop, or you will serve an extra pitstop that is either 30" or 90".



Black flag

The black flag is used to inform the driver to stop racing and come into the pit (pitlane number 1!) The organization will either make him/her service a time penalty, or the team/driver will be excluded from the race.



Red flag

The red flag is shown by the organization when there is danger on the track and that it is not possible to continue the race. All drivers must come to a complete stop as soon as possible and overtaking is not allowed anymore.

Overtaking is not allowed anymore!

6.8 Fair play

Fair play is one of the key parts of a successful endurance race, so we urge all teams and drivers to take this very seriously. Only when all teams show mutual respect, we can enjoy the racing no matter what level we have.

We want to stress that supporters, fans, parents or friends of the drivers from all teams, also need to show this minimum of mutual respect. Failing to do so, may result in penalties for the teams!

6.9 Penalties

6.9.1 Warnings

Teams will get an official warning for the following situations :

- Repeatedly hitting other karts in braking zones
 - Aggressive gestures
 - Not entering the pitlane when your number is shown for a kart change
 - Choosing the wrong pitlane for kart or driver change
-
- All warnings for all teams will be published online during the race
 - If a team gets **4 warnings** in the race, it will get a **30 second Time Penalty**

6.9.2 Penalties

30" penalty will be added to your 90" minimum in your next stop

- 4 warnings - 8 warnings
- Aggressive manoeuvre that is deemed intentional and unfair
- Leaving the pits too soon (<1 sec)
- < 1kg underweight after a normal stint (*<95kg = considered normal stint, no penalty*)
- For driving less than 10 minutes in a stint.
- For exceeding the driving maximum of 2 hours and 30 minutes.

If you pick up a penalty in the last stint, we can't add 30" to your "next stop", so we will call you into the box to spend 30" in the pitlane there.

90" penalty (extra pitstop)

- 12 warnings
 - Aggression by drivers or members from the team, supporters included, that is totally unacceptable.
- If the same team gets involved in such a situation again, they will be excluded from the race (!)
- Leaving the pits too soon (>1sec)
 - More than 1kg underweight after a stint
 - For every 95 kg stint that was not completed
 - For every driver that has not reached his minimum driving time.
 - For every 10 seconds that you are shy of the 35 minute pit total.

2 laps penalty

- For every mandatory driver change that was not completed

300" penalty (5 minutes)

- Allowing a driver to race in your team that is not on the original team driver list.
- If one of your original drivers steps into the kart of another team.

Disqualification

- Any kind of manipulation on the kart or anything which can be labeled as "cheating"

6.10 Race Neutralization

If for some reason we have to neutralize the race, we will send a pacekart out on track to pick up the leader of the race. Everyone has to follow in line at a reduced speed. Driver changes during this time will not count as your extra mandatory driver changes.

6.11 Red flag

If for some reason we have to red flag the race, all drivers will have to come to a complete stop as soon as possible. Overtaking is not allowed anymore.

Restarting the race will be done in the order of the last race result screenshot.

6.11.b Backup Procedure

The organisation will make backups every 30' of the current standings, as well as before every kart change procedure.

In the rare event of a timing glitch that doesn't allow to restore the correct positions, we will

- 1) Red flag the race
- 2) Consider the last backup as final result of race 1
- 3) Create a new race with 'length of 26hours minus time completed on last backup'
- 4) Communicate the parameters of the second race
- 5) All teams will receive an individual plan with #pitstops & #total pit time requirements.
- 6) We will restart race 2 in order of the karts at the red flag, with the leader 'on pole' and in the order of the race-stoppage. This means backmarkers might be between P1 and P2, and so on.

7. Permanent information

The organization provides an online GoogleDoc that shows an overview of

- Permanent weight added to the karts
- Extra driver changes completed
- 95kg stints completed
- Overview warnings of all teams
- Overview penalties of all teams
- Rulebook updates/clarifications

[RACE INFO DOC 26hrs of WORLDKARTS 2026](#)

This document will be shared online on our website & social media channels as well.

We want an open and fair communication with every single participant.

There will also be a member of the staff, continuously available to come and talk to for questions and complaints. We will communicate who this is, at what time, should we implement

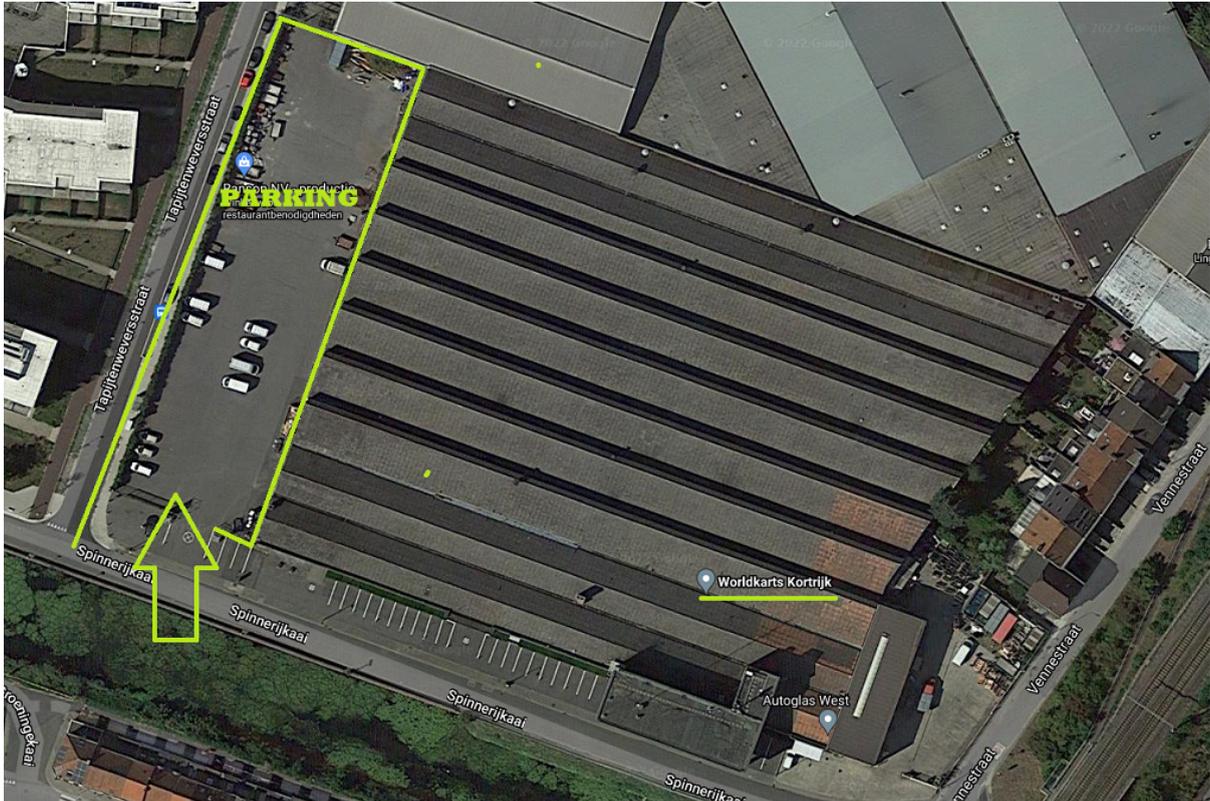
a rotation system for our crew too.

Please be aware that this person will gladly explain decisions to the teams, but that we shall not keep going over and over the same situation again. We take decisions based on our rulebook and we apply this equally for all participants.

8. Sleeping/Camping

Sleeping on site in our big briefing hall is permitted.

Additionally, we will open our big parking lot next to the kart track however, and we want to urge all teams of the 24hours to park their cars & campervans there!



WORLD KARTS

Version 1.0, released on January 17th 2026