

# **2h** **KORTRIJK**

**2025**

**March 1st - 2nd**

**Official Rulebook v 2.1**

*(release 28.02.2025)*



## Changes for rules version 2.1:

- art 6.9.2 : 90 sec time penalty for every mandatory driver change that was not completed
- art 6.5 : driver changes are only allowed during half of the kart change procedures
- Link permanent info updated
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# 1. Intro

Dear drivers,

We want to thank you for your trust and your participation in the 24 hours of Kortrijk race, staged at Worldkarts on March 1st - 2nd 2025.

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 March 1st, we will have briefings for the team chefs in Dutch and French!

The 24 hours race organization is determined to deliver an event with a very high standard yet again, with attention to every detail! The previous editions were a great success and we intend to repeat our efforts to achieve this!

## 2. 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 February 26<sup>th</sup> 2025.

## 3. Karts

During the 24hour race **each team will drive with every kart !**

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.**

## 4. Practice

Practice will be possible on Friday February 28<sup>th</sup>, and Saturday March 1<sup>st</sup> 2025.

It is advised to reserve your practice sessions in advance via [www.24hkortrijk.be/training](http://www.24hkortrijk.be/training)

**EXTRA :**

**All teams that complete their entry payment before Jan 1st 2025 will receive a voucher worth 192€ (equivalent to 8 training heats!)**

## 5. Timing

### **Friday February 28<sup>th</sup> 2025**

16h30 – 22h00 : Practice sessions

### **Saturday March 1<sup>st</sup> 2025**

09h00 – 11h00 : Practice sessions

10h15 French Briefing (FR) + Qualifying kart draw

11h15 Dutch Briefing (NL) + Qualifying kart draw

12h30 Qualifying

13h30 Team photos on Starting Grid

14h00 Race Start

### **Sunday March 2<sup>nd</sup> 2025**

14h00 Race Finish

14h30 Podium ceremony

## 6. Rules

### 6.1 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 **6 stints** at **95kg**.

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 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.

*Extra : 1 stint = from kartchange to kartchange*

**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 5kg) to the chassis, which means that "only" 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 24 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.*

## 6.2 Qualifying Format

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

12h30 Qualifying 1 (**Q1**) – 10' session with your 'drawn first Qualifying kart'

12h45 Qualifying 2 (**Q2**) – 10' session with you 'drawn first Qualifying kart -1'

13h00 Qualifying 3 (**Q3**) – 10' session with your 'drawn first Qualifying kart-2'

=> **3 different drivers from your team** have to drive 1 session each (complete). No driver changes during a session.

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

Two examples :

F.ex. Team that drew kart #7 at the briefing, does the qualifying in karts nr. 7, 6 and 5.

F.ex. Team that drew kart #1 at the briefing, does the qualifying in karts nr. 1, 25 and 24.

=> If you hit 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**

After Qualifying the last team on the grid will be Team A, second last team B, etc... Until we reach the pole sitter who will be team Y.

Your team letter remains the same throughout the entire race.

### **Startgrid**

The pole sitter (team Y) will start the race in kart nr. 1. The 2nd fastest team in qualifying will start the race in kart nr. 2, etc... Until we reach the last team on the grid (team A), that will start the race in kart nr. 25.

*Note: Numbers in example above is if we would run karts 1 until 25 for the race.*

### 6.3 Pit lanes

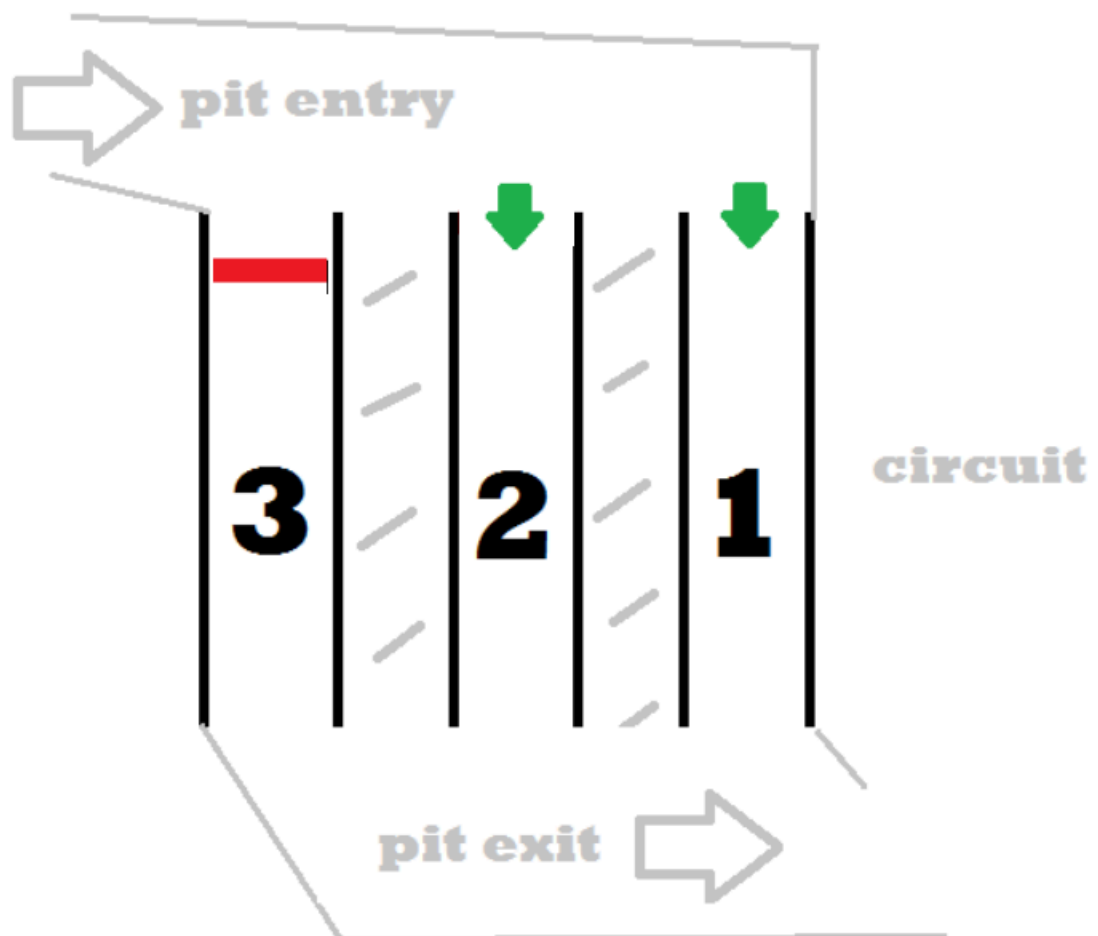
We will use two pitlanes for different purposes. It is very important that teams chose the **correct**

**pitlane** every time they enter.

**Pitlane number 1** (closest to the circuit) = lane for **driver changes**

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

Pitlane number 3 = for drivers who are getting ready for their next stint.



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.

## 6.4 Kart Changes

### 6.4.1 General

All teams will drive all 26 selected Worldkarts racekarts.

This means that we will do 26 stints = 25 kart change procedures.

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

Attached to the rulebook you will find the "24hr race kart rotation" document we used last year, 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 teamname in the "Team Letter " column.

**Driver changes during kart change are only allowed during kart changes when we do not refuel. We will refuel the karts after stint 2, 4, 6, 8 etc. If you want to change driver in this period, you will have to do it before or after the kart change procedure (this takes +- 20 min)**

**The first kart change with refuel will be after stint 2 and before stint 3, from 15:40 to 16:00, you can also check this on the kart rotation schedule.**

**Practically, this means you can only change drivers during the kart change procedure after stint 1, 3, 5, 7, etc. Other driver changes must be made with extra driver changes, see 6.5**

When you do a kart change, you have to spend **60 seconds** in the pits (1min).

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 60 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!



## 6.4.2 Kart Change Procedure

### **A) On track**

As stated above, we will always call in team A first, followed by team B etc., until Team Y.

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 (& multiple warnings = penalties, see article 6.9 rulebook)

You should **always** (!) raise your hand to the marshall, 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 kart lane number 2 to change karts.

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 (organization holds the responsibility to point you towards the correct kart, based on the kart rotation schedule!)

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 pointed out by the organization. *(Of course, teams & drivers are aware of the kart rotation system as well, so they also know in advance what kart(number) to go to. )*

Nobody can be in the pitlane for assisting this kart & driver change, except for 1 assistant for drivers that are <18 years old (help with weights etc.)

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 exitlines.**

Once the time in the pits comes close to the required 60 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.

*Don't try to win 0,5 seconds here, because the penalty will prove costly if you exit the pits too soon !!*

Rejoining the track means giving advantage to the drivers approaching turn 1.

### **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 laptimes within 104% of the current laptimes, then we will change karts, give you the original one back, and all lost time will be on your account.

## 6.5 Extra driver changes

As stated above, driver changes are only allowed during half of the kart change procedures.

Additionally, all teams have to do a minimum of **eight extra driver changes** during the race. This is only allowed in pitlane number 1 !

When a team wants to do one of these driver changes, he shall notify the marshall in the pitlane that they are about to change drivers. This way we make sure that we certainly register this driver change! Also, the driver that leaves the track will have his/her weight checked. **For these changes you also have to spend 60 seconds in the pitlane, and the same principles as for a kart change apply.**

Please note that you cannot change drivers during the kart change procedure after stint 2, 4, 6, 8, 10, 12, 14, 16, 18, 20, 22, 24. These are 12 kart changes in total, you have 8 extra driver changes. Practically this means that your team will have to do at least 4 “double stints” during the race.

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 this driver change, except for 1 assistant for drivers that are <18 years old (help with weights etc.)

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 qualifying this entire stint as a 'normal 85kg stint'.

If you have done more than 8 of these extra driver changes, it is not necessary to spend 60sec in the pitlane, you do however, have to come to a complete stop between the lines, before leaving the pits safely.

**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 exitlines.**

## 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 man team : Each driver must drive at least 4 hours 30 min

5 man team : Each driver must drive at least 3 hours 30 min

6 man team : Each driver must drive at least 3 hours

7 man team : Each driver must drive at least 2 hours 30 min

8 man team : Each driver must drive at least 2 hours 15 min

9 man team : Each driver must drive at least 2 hours

10 man team : Each driver must drive at least 1 hour 45 min

### 2. Stint minimum/maximum

Each driver must drive at least 10 minutes per stint.

Each driver can not exceed 2 hours 30 minutes per stint.

### 3. Total Pit time

Every team must spend at least **35 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, you enter the box and serve either a 30" minimum pitstop, or an extra pitstop that is 60".

**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.

## 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, he will get a **30 second Time Penalty**

### 6.9.2 Penalties

#### **30" penalty will be added to your 60" minimum in your next stop**

- 4 warnings - 8 warnings
- Aggressive maneuver 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.

#### **60" 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.

**If you pick up a 60" penalty in the last (kart) stint, we will add a 1 lap penalty instead.**

### **90" 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.



## 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

<https://docs.google.com/spreadsheets/d/1FGFlecY89NDLBdaUM02CywmBgR7VU0kjqYz2ITx57T0/edit?usp=sharing>

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

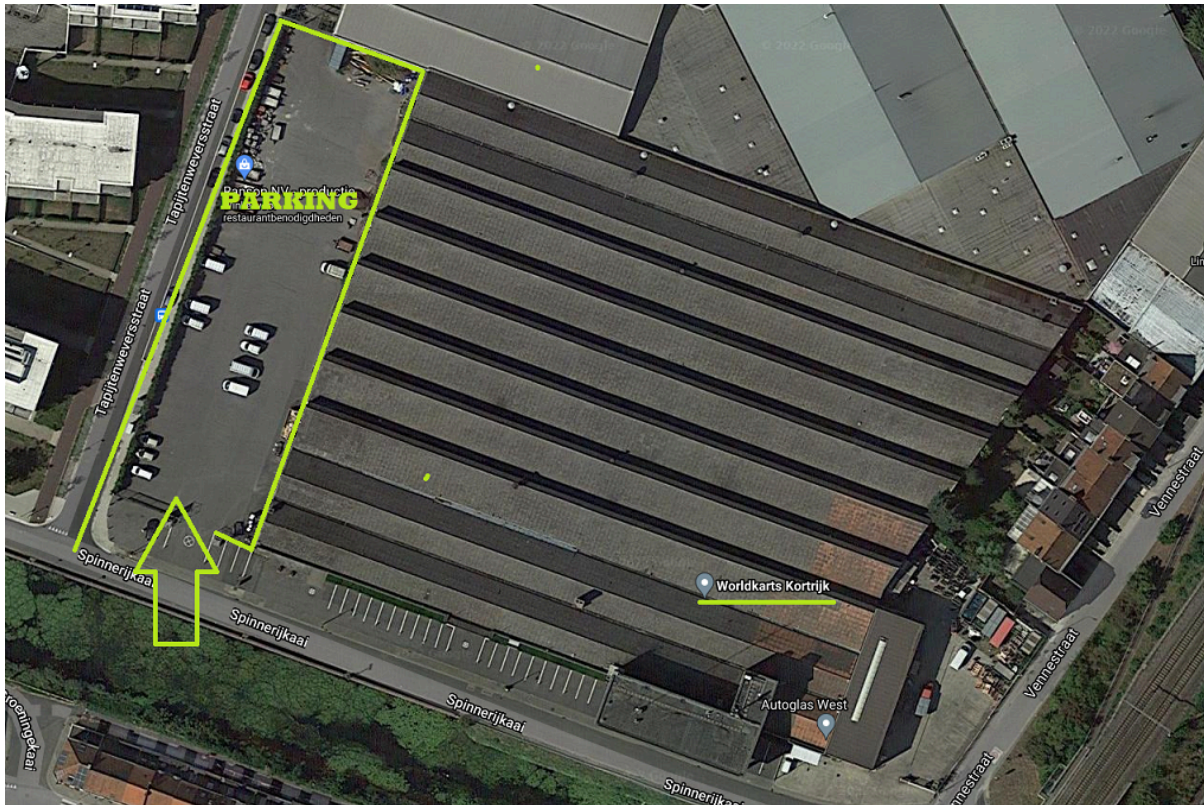
a rotation system for our crew too.

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!



Version 2.0, released on February 28<sup>th</sup> 2025



# WORLDKARTS