





## DUTCH 24H 2026

Welcome to the Dutch 24H of 2026, which will take place on 11-12<sup>th</sup> of April and 3-4<sup>th</sup> of October 2026. We are delighted that you are participating! These rules will serve as a guide during the Dutch 24H.

We would like to wish all riders lots of success and fun! Although this is a competition where riders 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 to have fun! We therefore expect all riders to behave in a sporting manner towards their fellow riders, the organisation, the race management, the equipment and, of course, all the marshals of the Dutch 24h 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 rules version:

### **Version 1.1 EN | 2 February 2026**

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

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

By participating in the Dutch 24h 2026, every driver/visitor automatically agrees to the liability clause as stated in these regulations.

### **Organisation details:**

Kartschool Lelystad B.V.  
Talingweg 89  
8218NX Lelystad  
Chamber of Commerce: 04053261





## 1.0 General rules, registrations and provisions

This chapter covers the general rules and provisions. Every rider 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 rider to ensure that the competition remains enjoyable for everyone. This includes yourself, your fellow riders, visitors, as well as the organisation and its employees and volunteers!

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

The athlete:

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

These rules of conduct apply to everyone who enters the premises of Kartschool Lelystad B.V., whether they are a driver 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 use of alcohol before and during the event is NOT permitted; alcohol consumption is only tolerated after the event has ended. Violators will be disqualified for the day on which the violation is detected.
  - a. An alcohol tester is available. If staff have any doubts, riders 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 on the entire 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. Kartschool Lelystad 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 rider is obliged to ensure that his/her helmet is securely fastened.
- g) The use of more than one booster seat is prohibited for safety reasons.
- h) Only full-face helmets are permitted. Open-face helmets, motocross helmets, jet helmets, bicycle helmets, etc. are expressly NOT permitted.
- i) Riders 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 mount 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) Riders are responsible for getting into the correct assigned kart and arriving on time at the designated locations at the designated times. If a rider 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 drinks is only permitted in the rest area.
  - a. It is not permitted to consume your own food and drink on the terraces or in the restaurant.





### 1.3 Weight

This competition will use a minimum body weight of 85 kg. If a driver does not meet the minimum body weight, lead must be carried, subject to strict rules.

- a) The karts are equipped with a weight box on the side, which can hold a maximum of 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 your own lead plates is only permitted under the following conditions:
  - a. The lead plates must be securely attached to the driver's seat.
  - b. It is prohibited to ride with loose lead weights, for example by placing them in the seat and sitting on them.
  - c. If the rider does not have their own seat, they must ride with weights provided by the organisation.
  - d. It is strictly forbidden to carry lead plates or lead blocks on your person, such as in your 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 to pick up the required weight themselves, put it in the kart and remove 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 officials.
- f) After entering the pit lane, the driver is obliged to remove the weight from the kart and take it to the scales to be checked by the weigh marshal.
  - 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 the kart being underweight, which will be penalised.
- g) If the rider 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 officials in advance.
  - a. The competition management will determine whether and what solution is required.
- h) Failure to achieve the minimum body weight during weighing will result in penalties depending on the number of kilograms that are missing.
  - a. See the penalty overview to find out what these penalties are.





- b. The minimum weights set are a strict 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.
    - ii. Immediately after getting out of the car, all drivers must collect any weight they may have taken with them and report to the weigh marshal, where they will be weighed before being allowed to leave the pit lane.
    - 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 for each name behind the box for the race just completed.
    - ii. The driver is obliged to initial this box if he/she has verified that the weigh marshal has recorded the weight just measured behind the correct driver and race.
    - iii. If a rider has not initialed this box, and has therefore not checked that the measured weight has been recorded correctly, the rider can never, under any circumstances, enter into discussion with the race officials in the event of penalties.
    - iv. The measured weight can never be disputed.

## 1.4 Body posture, driving behaviour and equipment

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

- a) Drivers must be at least 1.40 m tall to participate.





- b) For safety reasons, a maximum of one booster seat per driver may be used.
  - a. Kartcentrum Lelystad has a limited number of booster seats available on loan, and these, like the weights, must be returned to their designated place after each race.
  - b. The booster seats provided may not be stolen or covered with lead and must be returned to their designated place after each use.
- c) Keeping weights, booster seats or other materials provided on loan by the organisation between heats is strictly prohibited.
- d) For the safety of fellow drivers and track marshals, diving (into each other) or slumping down is not permitted.
  - a. Diving or slumping refers to adopting a different posture in the kart in such a way that the view of the track is obstructed or eliminated.
  - b. The 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 drive with a closed visor when on the track.
  - a. Only during waiting periods on the track, such as at the starting point, is it permitted to open the visor to prevent fogging.
  - b. As soon as the rider starts riding again, or when the start procedure has begun, the visor must be closed immediately.
- f) From 7 p.m. and/or the moment the track lighting is switched on until 7 a.m. the following day, riders may only ride with a clear visor.
  - a. Coloured, tinted, foil-covered and/or coated visors are NOT permitted.
  - b. Photochromic, self-tinting or other colour-changing visors are also NOT permitted.
  - c. In case of doubt, the organisation reserves the right to refuse the rider 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 reserves the right at all times to refuse or remove from the track any rider who does not comply with this rule, without any form of compensation being awarded.





- i) Riders are required to wear closed shoes and long trousers.
  - a. Flip-flops, sandals, slippers and shorts are expressly prohibited.
  - b. It is recommended to wear sports shoes or racing shoes.
  - c. Wearing a racing suit is recommended.
  - d. It is recommended that drivers wear (racing) gloves.
- j) The driver is expected to realise that he/she will be driving karts that are owned by the organisation and that involve significant purchase and maintenance costs.
  - a. The driver is required to treat all materials provided in a neat and decent manner.
  - b. The driver is prohibited from using the karts as bumper cars or weapons.
  - c. In the event of damage caused by deliberate disregard of these rules or conscious 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 prohibitions

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

- a) All participants must treat the equipment with care at all times.
- b) It is prohibited to kick, hit, bang, ram or use any other form of violence against the karts, both on and off the track.
- c) Adjusting the pedals, for example, must be done in a controlled manner and it is expressly forbidden to kick the pedals.
- d) If, for example, the pedals cannot be adjusted, the driver must raise their hand and a (pit) marshal will provide assistance.
- e) The weight box lid must be closed while driving, and the driver must check this before leaving the pit lane.
  - a. This lid must also be secured without force.
- f) For safety reasons, and to ensure the adjustment and equality of the karts, riders are prohibited from touching certain parts of the kart. It is prohibited to touch:
  - a. The engine, the start button and the pull cord
  - b. The carburettor and all carburettor attachments, such as:
    - i. The choke
    - ii. The fuel tap
    - iii. The throttle lever, etc.
  - c. Unscrewing the fuel tank cap
  - d. If these prohibitions are ignored, the race director will impose a penalty.





- g) The organisation does its utmost to maintain and adjust all equipment as accurately and uniformly as possible, using various means to this end, such as:
  - a. Testing the karts by hired drivers
  - b. Frequent maintenance and repair of the karts
  - c. Checking and adjusting the karts before each race
  - d. Testing and adjusting the power using our roller bench
  - e. Organising test sessions for participants, etc.
- h) Despite all the efforts made by the organisation, participants are expected to realise and accept that technical defects are inherent to motorised (kart) sports and may occasionally occur.
- i) If the driver notices a technical defect in a kart, regardless of whether it has been assigned to him/her, he/she is required to report this to the organisation as soon as possible.

## 1.6 Classes and organisational powers

During this competition, there will be two different classes, namely FUN and PRO.

- a) The Dutch 24h race will be driven in teams in the following classes:
  - a. 24h 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 24h race is 4 team members
- 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 race 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 completes 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 Visual material and social media

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

- a) All forms of visual material, with or without sound recording, captured during the DRS may only be used for personal or promotional purposes.
- b) Visual material in any form may not be used to contest or impose a penalty, offence or decision by the match official.
  - a. This applies regardless of its origin or source.
- c) When using images on social media and sharing them, we ask all participants to treat each other with respect.
- d) The organisation points out that all rules (of conduct) in these regulations also apply to social media.
  - a. The organisation aims to create a competitive, cohesive and welcoming community.
- e) The organisation encourages participants to tag its relevant social media channels when sharing images or updates related to the Dutch 24h and all its competitions.
- f) The organisation and/or third parties hired by the organisation will take photos, videos 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 Kartschool Lelystad B.V. for sharing on social media and/or for marketing and promotional purposes.

## 1.8 Registration, Early Bird Period and Cancellation

Registration for the Dutch 24h takes place via the Kartcentrum Lelystad website ([www.kartcentrumlelystad.nl](http://www.kartcentrumlelystad.nl)) on the specific page(s) for the Dutch 24h.

- a) As soon as registration for a particular edition opens, it is possible to register by making a deposit for that specific edition.
  - a. Each edition has an "Early Bird" period, which means that if registration and payment are made within that specific period, the total amount for participation will be lower.
  - b. The 'Early Bird' period is also the period during which cancellation is free of charge.
    - i. This means that if a deposit has been made but a written request for cancellation is received within this period, the organisation will open up the place for another team and refund the deposit already paid.
  - c. After the "Early Bird" period has expired, cancellation is no longer free of charge.





- i. This means that if a deposit and/or final payment is made during or after the Early Bird period but cancellation occurs after the Early Bird period has expired, the cancellation will be processed, the place will be offered to someone else, but no refund will be made for any money already paid.
  1. This applies to both the deposit and any remaining payment for participation.
- b) By making a deposit, you are assured of a place in the Dutch 24H of the chosen edition, provided that the remaining amount for participation is handed over at the request of the organisation.
- c) The organisation will contact the person who paid the deposit some time before the date of the specific edition to collect the rest of the total amount for participation.
  - a. If this request is not complied with within the specified period and/or the remaining amount is not paid (on time), the place will be forfeited and offered to another team on the waiting list.
  - b. Since this payment and the request for payment will always take place after the expiry of the "Early Bird" period, in the event of non-response and/or non-payment, no refund of monies already paid will be made and no claim can be made for the place and/or the monies already paid.

## 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 study both sets of regulations carefully.





## 2.0 Competition

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

### 2.1 Kart allocation

The kart draw is conducted by the organisation prior to the event. The karts **do not** have fixed numbers, which means that they are rotated. If a kart suffers a technical defect, the transponder and transponder plate will be replaced. 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 staff can prepare them for the race. After qualifying, all drivers will be collected on the track and then sent to the starting grid in order of qualification to be lined up in a LeMans-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, riders 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 another rider, i.e. pushing another rider 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 unheard of, he or she may choose to give back the position gained, but this does not exempt the offender from his or her action and the race officials may still impose a penalty in serious cases. Riders 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 riders and marshals, the race officials will impose severe penalties in all cases of unauthorised stopping on the track. For an overview of penalties, see the penalty overview in these regulations.

## 2.4 Pit stops, stint time and colours

As described in Article 1.6, there are two classes and a mandatory minimum number of pit stops during the Dutch 24h 2026. Pit stops are made by sorting in the last corner on the side of the pit entrance and raising the left or right hand to signal to the drivers behind that the driver intends to enter the pit lane. When entering the pit lane, the driver must slow down quickly but safely. A walking pace applies in the pit lane to ensure the safety of drivers, spectators, teammates, marshals and pit crew. Violation of this speed limit will result in a penalty.

After entering the pit lane, the driver must stop at the refuelling point. Here, the previous driver leaves the kart and takes his/her weight to the weighbridge. The changing team is automatically assigned a colour when entering the pit lane. This colour appears on the screen in the pit lane next to the team name and corresponds to the row of replacement karts from which the team must take the replacement kart. The front kart in the designated row must be prepared by the replacement driver, with the transponder board and any weight. 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. Pit stop time is counted from the moment the car passes the "PIT IN" time loop until it passes 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 remain in the pit lane for the minimum 90 seconds, 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 are allowed to 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 and then calmly enters the pit lane at the back. Every rider must follow the marshals' instructions. The rules of conduct apply at all times before, during and, in particular, after the finish. If a rider fails to behave appropriately after the end of the race, the organisation may decide to impose a penalty, which may vary from a time penalty, position penalty, lap penalty or even disqualification. If a driver has been penalised by the race officials before, during or after the race, there is no room for discussion. If the driver wishes to receive an explanation and/or clarification about the penalty, he/she may report to the race officials, who will answer questions only if there is time and space to do so.

## 2.6 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 fences or guard rails, plastic bins, cushions, cones or any other form of run-off areas, warning, boundary marking or impact-absorbing material are intended solely for the safety of the driver(s) in the event of an emergency. It is expressly NOT the intention that run-off areas be used as an extension or widening of the circuit. It is also expressly NOT the intention that warning, boundary marking or impact-absorbing material be deliberately or repeatedly recklessly hit, moved or damaged. If it is found that a rider, 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 rider 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 made their decision. 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 a race day, no further correspondence about penalties may





be made with the race officials and/or organisation. Any protests submitted to the organisers after the end of a race day will NOT be considered.

## 2.8 Penalties and live timing

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

An example of distorted live timing is as follows: During the race, the top three drivers are close together, but the driver in second place pushes the leader off the track and receives a three-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 1<sup>st</sup> place until the number 2 driver crosses the start/finish line, at which point the penalty means that the offending driver is behind again. This results in constantly changing positions until the offending driver has created a 3-second lead over the driver in front of him.

## 2.9 Wireless communication and interference

During the Dutch 24h 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, safety lights and safety kart

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

#### 3.1 Yellow

Yellow can be indicated by means of a yellow flag, a safety light that 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 Marshalls at or near the scene of the incident.

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





### 3.2 Green

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

- a) When passing the green flag, 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; doing so 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 start lights.

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





### 3.4 Black and white diagonal (warning flag)

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

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

### 3.5 Black

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

- a) The black flag will only be given at the start/finish and will be accompanied by the offender's kart number via the number plate.
- b) A black flag is often, but not always, preceded by a warning flag.
  - a. In the event of a serious offence, a black flag may be given without a warning flag being given beforehand.
- c) When a black flag is displayed, the driver must complete the lap and enter the pit lane at the earliest opportunity, naturally 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 control 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 is only given at the start/finish line and will be accompanied by a pointing finger towards the driver for whom it is intended.
- b) When receiving a meatball, the driver is expected to calmly finish the lap and enter the pit lane at the next opportunity, taking into account the applicable speed and safety rules of the pit lane.
- c) A marshal will inform the driver of the nature of the technical defect when they are in the pit lane.
- d) If the technical defect 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 Safety kart

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

- a) The safety kart will always be preceded by a "full course Yellow".
- b) The safety kart will enter the track from the pit lane exit and will attempt to catch up with the race leader.
  - a. In cases where this is not successful for any reason, the safety kart will search for the leader in the field and drive in front of the leader.
- c) All drivers are expected to remain behind the safety kart and drive in single file, following the pace of the safety kart and the track as closely as possible.
- d) It is not permitted to overtake other drivers or the safety kart when it is on the track.
- e) Drivers are not permitted to 'unlap' themselves during a safety kart.
- f) It is strictly forbidden to weave behind the safety kart, i.e. to deliberately make swerve movements for any reason whatsoever.
- g) During a safety kart, drivers are **NOT ALLOWED** to enter the pit lane.
  - a. Entering the pit lane or leaving the zigzag/row of karts behind the safety kart will be penalised.





- b. If the weaving is broken or left for any reason, the offending driver must always rejoin the back of the line and will therefore have to resume the race in last place.
- c. Lost laps, driving time, position(s) or penalties incurred as a result of not following these regulations will NEVER be corrected.
- h) Once the situation that led to the deployment of the safety kart has been resolved, the safety kart will leave the track via the pit lane entrance.
  - a. The safety kart will indicate this by switching off its lights in the last sector and raising its left hand.
  - b. The race director behind the safety kart is instructed to maintain the speed of the safety kart after it has left the track.
  - c. The race will resume from the start/finish line. This means that drivers are only allowed to accelerate and overtake AFTER passing the start/finish line.
  - d. Overtaking, driving alongside another driver or accelerating before passing the start/finish line will be considered overtaking under yellow and will be penalised!
- i) During a safety kart situation, the race clock will continue to run at all times.
  - a. If the race time expires during a safety kart situation, the race management will decide which lap and/or passage counts as the result.

### 3.8 Driving behaviour warnings and signs.

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

- a) In the event that the race management observes 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 warned about his/her undesirable behaviour.
    - i. This will take place at the start/finish line by means of the number plate and a sign saying 'driving behaviour'.
  - b. At the next violation, the participant will receive an official warning by means of the warning flag, the number plate and a sign saying 'driving behaviour'.
  - c. Upon the next violation, the participant will be disqualified by means of the black flag and the number plate.
    - 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 starting point for this competition and all participants should be that they compete fairly with each other and that every violation is one too many. However, as this would be utopian, here is an overview of penalties and warnings that will be issued during the Dutch 24h 2026 for certain violations. 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 this necessary.** In order to keep the number of penalties as low as possible and the driving pleasure of all participants as high as possible, we have incorporated exponentially increasing penalties in this edition, which will result in a DQ in the event of repeated offences, in order to put a stop to repeat offenders. No rights can be derived from this list.

### 4.1 General penalties

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



#### 4.2 Penalties during qualifying and grid positioning

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

### 4.3 Penalties during the race

Offence	Penalty/penalties	Reference
<b>Unsportsmanlike hand gestures</b>	Warning. Time penalty. Disqualification.	Article 2.3
<b>Unsportsmanlike driving per successive offence</b>	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
<b>Ignoring a yellow flag or failing to reduce speed sufficiently</b>	Time penalty of at least 3 seconds.	Article 3.1-a)-a. Article 3.1-b)-a.
<b>Overtaking under yellow</b>	Time penalty of at least 5 seconds.	Article 3.1-a)-b. Article 3.1-b)-b.
<b>Making a pit stop that is shorter than the minimum time required</b>	Lap penalty of 2 or more laps (automatic).	Article 2.4
<b>Exceeding the maximum stint time</b>	Lap penalty of 2 or more laps (automatic).	Article 2.4
<b>Driving or entering the pit lane too fast</b>	Lap penalty of at least 1 lap	Article 2.4
<b>Making too few pit stops within the race time</b>	Placement in last place by means of a position penalty of at least the number of participating teams.	Article 2.4 Article 1.6-b)
<b>Repeatedly leaving the track and/or hitting equipment per successive offence</b>	Driver is cautioned about driving behaviour. Warning. Black flag / Disqualification for that race.	Article 2.7
<b>Making a false start</b>	Time penalty of at least 10 seconds.	Article 2.3
<b>Overtaking, pulling alongside or accelerating before passing a green flag or the end of a full course yellow</b>	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)
<b>Ignoring a meatball flag</b>	Black flag	Article 3.6-b)
<b>Ignoring a black flag</b>	Disqualification for that driver & stint and possibly the team. This is at the discretion of the race officials.	Article 3.5-c)
<b>Unauthorised stopping on the track</b>	Lap penalty of at least 5 laps per offence.	Article 2.3

#### 4.4 Penalties during a safety kart situation

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

#### 4.5 Penalties during weighing

Offence	Penalty/penalties	Reference
0-2 kg underweight during weighing	Penalty of 1 lap.	Article 1.3 Article 1.3-h)-b.
2-10 kg underweight at the time of weighing	Penalty of 3 laps.	Article 1.3
10 kg or more underweight at the weigh-in	Penalty of 5 laps.	Article 1.3
Passing on weight to the relief rider and therefore being underweight at the weigh-in	Lap penalty depending on how many kilograms underweight.	Article 1.3
Leaving the pit lane without being weighed <b>THIS ALSO APPLIES TO DRIVERS WHO DRIVE 2 OR MORE STINTS IN A ROW</b>	Lap penalty of 5 laps.	Article 1.3
Observation of driving with loose lead	Meatball flag. Penalty decided by race director.	Article 1.3

#### 4.6 Penalties during pit stops

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



## 5.0 Podium and results

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

### 5.1 PRO and FUN classes

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

### 5.2 Tie/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) Next, 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 small event that there is still a tie, the race director will decide, in consultation with the tied teams, on a suitable tie-breaker with the aim of ensuring that all parties enjoy themselves.





## 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 this entails, how it works and what the specifics are. For all (latest) information, drivers should consult the SWS website. The SWS is not part of Kartschool Lelystad B.V. or its events, and all SWS logos, materials, names and events are the property of SODIKART S.A.

### 6.1 Accounts

In order to earn points, it is important that drivers have an SWS account, which can be easily created via the SWS website. After creating their account, each driver must 'affiliate' with a track or organisation in their profile. All karting tracks within The Karting Group as well as the Dutch 24h 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 job or organisation you are affiliated with and whether it is located in the same country as your nationality, you earn points for your own nationality. This means that as a Dutch citizen, you earn points to be invited to the Sodi World Series final to represent the Netherlands.

### 6.3 Different categories

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

### 6.4 SWS Endurance Cup

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





## 6.5 Equality of names

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

## 6.6 Differences in regulations

The SWS is an independent organisation and has its own rules and regulations over which Dutch 24h 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 earned for the SWS. We cannot change this.

## 6.7 Multiple classes on the track at the same time

During this race, two classes will be on the track at the same time. While we are able to distinguish between these classes and have them compete for separate podium places, this is unfortunately 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 cannot change this.

## 6.8 Determination and allocation of points

The Dutch 24h 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 Kartschool Lelystad 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 ask 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 Kartschool Lelystad B.V. in the performance of its agreements (such as circuits, kart 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 Kartschool Lelystad B.V. operates, there is an increased risk of possible injury.

1.2 Kartschool Lelystad 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 Kartschool Lelystad B.V. is not liable for loss, theft or damage to property.

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

1.5 The liability of Kartschool Lelystad B.V. is at all times limited to direct damage. Kartschool Lelystad 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 Kartschool Lelystad 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 Kartschool Lelystad B.V. or its managers.

