



**SWS**  
REGIONAL CUP

**DRS**  
DUTCH RACING SERIES

**04**  
APRIL

**REGISTRATIONS  
OPEN**

**ALL DRIVERS WISHING TO PARTICIPATE  
MUST HAVE COMPETED IN AT LEAST  
SIX SWS RACES IN 2025**

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A central image of a kart driver in a blue and yellow helmet and suit, sitting in a kart. The background is a purple world map with a dotted grid.

**GERMANY**  
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A horizontal banner with a purple and white background, featuring the same logos and text as the main poster.



## **SWS Regional Cup 2026**

Welcome to the 2026 SWS Regional Cup, which will take place on 4 April 2026. We're delighted you're taking part! These rules will serve as a guide during the Regional Cup.

We would like to wish all riders the best of luck and lots of fun! Although this is a competition where riders will be battling for victory and the honour that comes with it, we would like to emphasise in advance that the main focus of this competition is simply to have fun! We therefore expect all riders to behave in a sporting manner towards their fellow riders, the organisers, the race officials, the equipment and, of course, all the DRS marshals who will be making this possible. Sportsmanship is therefore the foundation of this competition.

These regulations are structured into various chapters. The content, rules and provisions in these regulations have been carefully compiled to organise a competition that is as enjoyable and fair as possible. These regulations may be amended at any time by the organisers should they deem it necessary. The updated and amended regulations will automatically replace the previous version at that time and will be published on the website. This is regulation version:

### **Version 1.0 EN | 22 March 2026**

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

During the drafting of these regulations, every effort has been made to ensure they are 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 cover a particular situation, the final decision always rests with the organisers. The decision of the race management/organisers is always binding, and no protest may be lodged against it.

By participating in the Regional Cup 2026, every rider/visitor automatically agrees to the liability clause as set out in these regulations.

### **Organisational details:**

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





## 1.0 General rules, entries and provisions

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

### 1.1 Rules of conduct

It is every rider's responsibility to ensure that the competition remains enjoyable for everyone – for yourself, your fellow riders, visitors, as well as the organisers, their staff and volunteers! Our code of conduct is based on the guidelines of the NOC\*NSF Centre for Safe Sport.

The athlete:

- a) Is open and honest.
- b) Respects others.
- c) Respects the agreements and decisions of the race officials.
- d) Treats the surroundings, the karts, the track and so on with care.
- e) Keeps their distance from others, both on and off the track.
- f) Follows the rules.
- g) Does not undermine anyone's self-esteem.
- h) Does not discriminate.
- i) Be fair and sportsmanlike.

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

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





## 1.2 General obligations of drivers and visitors

- a) The use of narcotics and drugs is NEVER permitted. If detected, exclusion from the entire event will follow.
- b) The consumption of alcohol before and during the event is NOT permitted; alcohol may only be consumed after the event has ended. In the event of a breach, the offender will be disqualified for the day on which the breach is detected.
  - a. An alcohol tester is available; if staff have any doubts, the rider is obliged to cooperate with an alcohol test
  - b. Refusal to take a breathalyser test will result in immediate disqualification.
- c) The use of narcotics is not permitted anywhere on the premises. The use of soft drugs is also not tolerated; if detected, the offender will be removed from the premises and excluded from the event.
- d) The rider is fundamentally responsible for their own basic equipment. This means closed-toe shoes, long trousers and close-fitting clothing. Dutch Racing Series B.V. has a suitable helmet, racing jacket and rain suit available where necessary.
- e) The rider is at all times responsible for ensuring that no loose hair, scarves or other items of clothing are sticking out or flapping about. This can be extremely dangerous and, if observed, the rider 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 insert seat is prohibited for safety reasons
- h) Only full-face helmets are permitted. Open-face helmets, motocross helmets, jet helmets, bicycle helmets and the like are expressly NOT permitted.
- i) Riders under the age of 15 must wear a rib protector and a neck brace.
- j) Driving with a GoPro or other action camera is permitted, provided it is DOUBLY secured to the helmet (with a mount and an extra cable) to prevent loss on the track. The driver is personally responsible for this equipment at all times, and the organisation accepts no liability whatsoever for loss, damage or theft.
- k) The driver is responsible for getting into the correct allocated kart and for being present on time at the designated locations at the specified times. If the driver is late or gets into the wrong kart, this will have consequences for the race.
- l) Drivers must be at least 1.40m tall to take part!
- m) Consuming your own food and drink is only permitted in the rest area
  - a. You are not permitted to consume your own food and drink on the terraces or in the restaurant.





### 1.3 Weight

In this competition, a minimum body weight of 85kg will apply. If a driver does not meet the minimum body weight, they must carry lead weights; strict rules apply to this.

- a) The karts are equipped with a weight box on the side, which can hold a maximum of 30kg of lead
  - a. The DRS has these lead blocks available in various weights
  - b. The weights are available in blocks of 10kg (blue), 5kg (red) and 2.5kg (yellow)
- b) The driver is personally responsible for ensuring that he or she is driving at the correct minimum weight.
- c) The use of personal lead plates is permitted solely under the following conditions:
  - a. The lead plates must be securely attached to the rider's own racing seat.
  - b. It is forbidden to ride with loose lead plates, for example by placing them in the seat and sitting on them.
  - c. If the rider does not have their own racing seat, they must race using weights provided by the organisation.
  - d. It is strictly forbidden to carry lead plates or lead blocks on one's person, such as in a jacket pocket, trouser pocket, etc.
  - e. Failure to comply with these rules will be severely penalised!
- d) The driver is permitted to participate using a combination of their own weights and weights provided by the organisation, provided the total weight does not exceed 30kg
- e) The driver is obliged to collect the required weight themselves, place it in the kart and remove it from the kart upon leaving.
  - a. Each driver is permitted to bring a maximum of one person into the pit lane to assist with carrying this weight.
  - b. The driver is obliged to return the weights to their designated place after weighing; failure to do so may result in a penalty being imposed by the race officials.
- f) Upon 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-in marshal together with this weight.
  - a. Leaving the weights in the kart will result in a weight that is too light, and this will incur a penalty.
- g) If the driver, with the maximum additional weight of 30 kg, does not meet the minimum weight for the relevant class, they will not be permitted to participate.
- h) Failure to meet the minimum body weight during weighing will result in penalties depending on the number of (kilo)grams short.
  - a. Please refer to the penalties overview to see what these penalties are.
  - b. The specified minimum weights are a strict limit; too light is too light, even if it is 'only' 1 gram; there is no room for discussion on this.
  - c. The weigh-in marshal's scales are always final!





- i) Every rider must be weighed after every race or stint; the weigh-in marshal has lists detailing all riders and their corresponding weights for verification.
  - a. Leaving the pit lane without having been weighed will be severely penalised.
    - i. This will result in the most severe penalty possible at the time of weighing.
    - ii. Immediately after getting out of the car, all drivers must collect any weight they may have brought with them and proceed to the weigh-in marshal, from where, after weighing, they may leave the pit lane.
    - iii. If a rider takes a different route, thereby bypassing the weigh-in marshal and thus leaving the pit lane without authorisation, it will no longer be possible to weigh them and this will be penalised.
  - b. The rider is responsible for checking that the weigh-in marshal has recorded the measured weight against the correct name.
    - i. For this reason, there are initial boxes on the weigh-in sheets, one for each name, next to the box for the race just completed.
    - ii. The rider is obliged to initial this box once they have verified that the weigh-in marshal has recorded the weight just measured against the correct rider and race.
    - iii. If a rider has not initialled this box, and has therefore not personally checked that the measured weight has been recorded correctly, the rider may under no circumstances dispute the decision with the race officials in the event of penalties.
    - iv. The measured weight can never, under any circumstances, be disputed





## 1.4 Posture, driving behaviour and equipment

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

- a) Drivers must be at least 1.40m tall to participate
- b) For safety reasons, a maximum of one racing seat may be used per driver
  - a. DRS has a limited number of racing seats available on loan, and these, like the weights, must be returned to their designated place after each race
  - b. The racing seats provided must not be removed or covered with lead weights and must be returned to their designated place after each use.
- c) Keeping weights, starting seats or other materials provided on loan by the organisation with you between heats is strictly prohibited.
- d) The driver is not permitted to crouch or slump down for the safety of fellow drivers and track marshals.
  - a. By 'slumping' or 'sinking down' is meant adopting a posture in the kart that obstructs or completely blocks the view of the track.
  - 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 a clear view of the track and fellow drivers at all times whilst on the track.
  - d. Failure to comply with these rules will result in penalties.
- e) The driver is obliged to drive with the visor closed whilst on the track.
  - a. It is only permitted to open the visor to prevent it from fogging up whilst waiting on the track, such as at the starting grid.
  - b. As soon as the rider starts riding again, or when the start procedure begins, the visor must be closed immediately.
- f) From 20:00 and/or the moment the track lighting is switched on, riders may only enter the track with a clear visor.
  - a. Coloured, tinted, foil-covered and/or coated visors are NOT permitted.
  - b. Photochromic, self-tinting or otherwise colour-changing visors are also NOT permitted.
  - c. The organisers reserve the right, in case of doubt, to refuse entry to a rider or remove them from the track, without any form of compensation being awarded.
  - d. In the event of heavy rain, fog or other weather conditions that restrict visibility, the race marshals may apply this rule early; the organisers will then announce this.
- g) During this competition, only full-face helmets meeting the ECE 22.05 safety standard or higher, or equivalent certification in accordance with DOT, SNELL, SHARP or FIM standards, are permitted.





- a. DRS has a limited number of helmets available on loan; in such cases, wearing a balaclava is compulsory.
- b. It is expressly forbidden to ride wearing a motocross helmet or any other type of helmet other than those described.
- h) It is prohibited to ride wearing scarves, long hoods or any other loose-fitting clothing and/or with loose hair.
  - a. This is so dangerous that the organisation reserves the right at all times to refuse entry to, or remove from the track, any rider who does not comply, without any form of compensation being awarded.
- i) Riders are required to wear closed-toe shoes and long trousers.
  - a. Flip-flops, sandals, slippers and shorts are strictly prohibited
  - b. It is recommended that you wear trainers or racing shoes
  - c. It is recommended that you wear a racing suit
  - d. It is recommended that (racing) gloves be worn
- j) The driver is expected to realise that he/she will be driving karts owned by the organisation, which entail significant purchase and maintenance costs.
  - a. Drivers are required to treat all equipment provided with care and respect
  - b. The driver is prohibited from using the karts as bumper cars or weapons.
  - c. In the event of damage caused by the deliberate disregard of these rules or wilful recklessness on the part of the driver, the organisation will hold the offender fully liable and charge him/her the full cost of repairs.

## 1.5 Karts, technical aspects, dos and don'ts

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

- a) All participants must treat the equipment with care at all times
- b) It is forbidden to kick, hit, bang, ram or use any other form of violence against the karts, either on or off the track
- c) Adjusting the pedals, for example, must be done in a controlled manner and participants must expressly refrain from kicking the pedals.
- d) If, for example, the driver is unable to adjust the pedals, they must raise their hand, whereupon a (pit) marshal will provide assistance.
- e) The lid of the weight box must be closed whilst driving; the driver must check this before leaving the pit lane
  - a. This flap must also be secured without using force
- f) The driver is prohibited from tampering with certain parts of the kart, for reasons of safety, adjustment and the uniformity of the karts. It is prohibited to tamper with:
  - 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. Loosening the fuel cap
- d. If any of these prohibitions are found to have been disregarded, the race director will impose a penalty.
- g) The organisers do their utmost to maintain and adjust all equipment as accurately and consistently as possible, using various methods such as:
  - a. Testing the karts by hired drivers
  - b. Frequent maintenance and repair of the karts
  - c. Checking and adjusting the karts before every race
  - d. Testing and adjusting the power output using our dynamometer
  - e. Organising test sessions for participants, etc.
- h) Despite all the efforts made by the organisation, participants are expected to realise and accept that any technical faults are inherent to motorised (kart) sport and may, in the unlikely event, occur from time to time.
- i) If a driver detects a technical fault with a kart, regardless of whether it has been allocated to him or her, he or she is required to report this to the organisers as soon as possible.

## 1.6 Classes and organisational responsibilities

During this competition, racing takes place in a single weight class, namely 85kg.

## 1.7 Visual material and social media

Nowadays, the recording of still or moving images and the use of social media are an integral part of life; many people therefore own 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 stipulated the following:

- a) All forms of visual material, with or without sound, recorded during this event may be used solely for personal or promotional purposes
- b) Visual material in any form whatsoever may not be used to challenge or impose a penalty, infringement or decision by the race director.
  - a. This applies regardless of the origin or source of the footage.





- c) When using images on social media and sharing them, we ask all participants to treat one another with respect.
- d) The organisers would like to point out that all rules (including those regarding conduct) in these regulations also apply on 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 Regional Cup.
- f) During this competition, the organisation and/or third parties engaged by the organisation will take photographs, videos and audio recordings of drivers, the public, etc.
  - a. By participating in or visiting this competition, everyone agrees that these images may be used by Dutch Racing Series B.V. for sharing on social media and/or for marketing and promotional purposes.

## 1.8 Registration, discount and cancellation

Registration for the SWS Regional Cup takes place via the Kartcenter Emsbüren website ([www.kartcenteremsbueren.de](http://www.kartcenteremsbueren.de)) on the specific page(s) of the SWS Regional Cup.

Registration is only possible if all the conditions stated on the page are met, as well as any additional requirements and conditions that SWS imposes on its participants.





## 2.0 Competition

The term 'competition' covers all parts of a competition day during which karts are driven to achieve specific results in order to attain one or more objectives.

### 2.1 Kart draw

The kart allocation is carried out by the organisers prior to the event. The karts **do not** have fixed numbers, so they are rotated. Should a kart develop a technical fault, the transponder and transponder plate will be replaced. Please take note of the number you have been allocated; it is always the driver's responsibility to ensure they are in the correct kart.

### 2.2 Qualifying, Practice and Grid Formation

Each driver will compete in 4 races (excluding any final(s)). Prior to the 1<sup>st</sup> race there will be a 5-minute qualifying session to determine the starting positions. Prior to races 2, 3 and 4, there will be a 1-lap qualifying session to determine the starting positions. During the one-lap qualifying sessions, all riders will leave the pit lane as quickly as possible one after the other and immediately begin their out-lap. Qualifying starts immediately upon passing the start/finish line and is signalled by the green flag. After the qualifying session has been flagged off, all riders on the track will be marshalled to be sorted for the grid from there.

### 2.3 Race

The aim of the races is to complete as many laps as possible within the allotted time (10 minutes) and to be the first to cross the start/finish line again once the race clock has run out. The race must be conducted as sportingly and fairly as possible. The marshals and race officials will closely monitor all riding behaviour during the race and take action if any offences are committed. The races will be started using the start lights, in which two rows of four lights will come on one by one, and the race will start when they all go out simultaneously. In the event of a false start, the race officials will determine the consequences; this will result in at least a penalty for the offender. If, for any reason, a restart is required, all riders will line up again, but the race clock will continue to run. During the races, riders must keep their hands on the handlebars as much as possible; (unsporting) hand gestures towards each other, the public or the race officials will not be accepted and, if observed, will result in a warning and/or penalty.

### 2.4 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 has elapsed and the leader crosses the finish





line first. Each rider is flagged off after the leader and calmly completes the lap following the flag, then calmly enters the pit lane at the rear. Every rider must follow the marshals' instructions. The rules of conduct apply at all times: before, during and certainly after the finish. Should a rider fail to behave appropriately after the end of the race, the organisers may decide to impose a penalty, which may range from a time penalty, position penalty, lap penalty or even disqualification. If a rider has been penalised by the race officials before, during or after the race, this decision is final and not open to discussion. Should the rider wish to seek an explanation and/or clarification regarding the penalty, he or she may approach the race officials, who will answer questions only if time and circumstances permit.

## 2.5 Reckless driving and exceeding track limits

All drivers have the opportunity to inspect the track during qualifying prior to the race. All drivers are strongly encouraged to take advantage of this opportunity to familiarise themselves with the karts and the track layout. The aim on the track is to race on the tarmac, i.e. between the white lines and kerbstones. Any grass pavers, concrete slabs, gravel traps, tyre stacks, crash barriers or guardrails, plastic barriers, crash cushions, cones or any other form of run-off area, 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 should be used as an extension or widening of the circuit. Furthermore, it is expressly NOT the intention that warning, boundary-marking or impact-absorbing material should be struck, moved or damaged intentionally or through repeated recklessness. If it is observed that a rider, whether through inexperience, overconfidence or recklessness, repeatedly goes off the track and/or repeatedly strikes warning, boundary marking or impact-absorbing material, this will result in progressively more severe consequences. The rider in question will first be reminded of his or her riding behaviour, then receive a warning flag and, finally, a black flag and thus a DQ (see penalty overview).

## 2.6 Protests

The decision(s) of the race officials are always binding. It is not possible to appeal against decisions made by the race officials once they have been made. Only the race officials may cancel or amend a penalty if they deem it necessary. Should a rider/team wish to seek clarification regarding a penalty, only the team captain may approach the race officials, who will provide a response, provided there is sufficient time and opportunity to do so. After the end of a race day, no further correspondence regarding penalties may be conducted with the race officials and/or the organisation. Any form of protest submitted to the organisers after the end of a race day will NOT be considered.





## 2.7 Penalties and live timing

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

An example of distorted live timing is as follows: During the race, the top three are running close together, but the driver in second place pushes the leader off the track and receives a 3-second penalty for this. In this situation, the offending driver is therefore in the lead; however, due to the penalty, the driver is in second or third place, depending on the gap between them. When the offending driver then crosses the start/finish line, they are in <sup>1st place</sup>, until the driver in 2nd place crosses the start/finish line, at which point the position and the penalty ensure that the offending driver is back in second place. This results in constantly shifting positions, until the offending rider has built up a 3-second lead over the rider in front.

## 2.8 Wireless communication and interference

The use of (wireless) communication equipment is strictly prohibited during this event.





### 3.0 Flags, safety lights and safety kart

The organisers have several means at their disposal to ensure the race runs as smoothly as possible. The organisers use coloured flags and digital and non-digital signs to communicate clearly with the drivers. The organisers also always have a real safety kart available, complete with yellow and black livery and distinctive flashing lights.

#### 3.1 Yellow

Yellow may be indicated by a yellow flag, a safety light showing yellow, or another yellow or amber-coloured light. A yellow flag may, but will not always, be accompanied by hand signals from marshals at or near the scene of the incident, urging drivers to reduce speed.

- a) A yellow flag or safety light warns of an unsafe situation on the track
  - a. All riders passing a yellow flag must immediately reduce speed and continue riding cautiously at no more than 30% of normal speed
  - b. During a yellow flag or safety light, overtaking is NOT permitted and all riders must remain in single file
  - c. The end of a yellow flag situation will be indicated by a green flag; riders may only accelerate and overtake again once they have passed this green flag.
    - i. So not from the moment you 'notice' this green flag.
- b) In a 'Full Course Yellow' situation, all safety lights will flash yellow or all marshals will wave yellow flags on the track
  - a. All riders must immediately reduce speed and continue riding attentively at no more than 30% of normal speed
  - b. During a full course yellow, overtaking is NOT permitted and all riders must remain in single file
  - 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. Should the race time expire during a 'full course yellow' situation, the race officials will determine which lap and/or position will count as the result.





### 3.2 Green

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

- a) When passing a green flag, the track may be considered clear and the race may continue unhindered
- b) It is not permitted to accelerate or overtake before passing the next green flag; this will be regarded and penalised as ignoring a yellow flag
- c) The green flag is shown by the next marshal following one or more yellow flags
- d) When the green flag is shown following a 'full course yellow', the race may only resume once the start/finish line has been crossed, not upon 'seeing' the green flag
  - a. Failure to comply with this rule will result in a penalty.

### 3.3 Red

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

- a) When a red flag is waved, the race is immediately halted; every rider is required to release the throttle immediately and, at the next stationary red flag (signalled by a marshal), to come to a stop neatly in two rows on either side of the track.
- b) All riders are required to line up one behind the other whilst coming to a halt, and to move as far as possible to the side of the track to ensure a clear line on the track
  - a. This is extremely important for any emergency services rushing to the scene
- c) Until further notice, every driver is required to remain seated in their kart and keep their foot on the brake
- d) The organisers will provide further updates as the situation develops; depending on the circumstances, this may take some time.
  - a. The organisers' primary priority is the safety of the drivers and staff, and they will handle the situation and disseminate information in order of priority.
- e) In the event of a restart of the race, the provisional results from 2 laps prior to the red flag incident will be used where possible
  - a. A restart may take place in various ways and will be determined by the race control
- f) During a red flag situation, the race clock will continue to run at all times. Should the race time expire during a red flag situation, the standings from two laps prior to the red flag incident will stand as the result





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

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

- a) The warning flag will only be displayed at the start/finish line and will be accompanied by the offender's kart number via the number plate.
- b) The driver who has received this is expected to pay attention to his or 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, at least for the current stint.

- a) The black flag is only shown at the start/finish line and will be accompanied by the offender's kart number displayed on the number board.
- b) A black flag is often, but not always, preceded by a warning flag
  - a. In the case of such a serious offence, a decision may be made to issue a black flag without a warning flag having been shown beforehand.
- c) Upon receiving a black flag, 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 team-mate must continue the race.
- e) Further details regarding the reason for the black flag and the consequences of this flag will be communicated by the race officials to the driver concerned in the pit lane.
- f) A pit stop resulting from a black flag will always be treated as a normal pit stop and is therefore subject to the rules applicable 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 fault with the driver's kart or equipment.

- a) The meatball is only displayed at the start/finish line and will be accompanied by a pointing finger towards the driver for whom it is intended
- b) Upon receiving a meatball, the driver is expected to calmly complete the lap and enter the pit lane at the earliest opportunity, whilst naturally observing the applicable speed and safety rules of the pit lane.
- c) A marshal will inform the driver of the nature of the technical fault whilst they are in the pit lane.
- d) If the technical fault concerns the kart, the organisers will provide a replacement kart so that the race can continue.
- e) If the technical fault relates to the driver's equipment, the driver is expected to rectify the problem, after which the race may continue.
- f) A pit stop resulting from a meatball flag will always be treated as a normal pit stop and is therefore subject to the rules applicable to a pit stop.

### 3.7 Safety Kart

In exceptional circumstances and/or cases where the race marshals deem it necessary to deploy the Safety Kart to ensure the safety of drivers and/or staff, the Safety Kart will be deployed. It is recognisable by its distinctive yellow and black livery, the words 'safetykart' and the amber-coloured flashing lights.

- a) The safety kart will always be preceded by a 'full course yellow'.
- b) The Safety Kart will enter the track from the pit lane exit and will attempt to catch up with the race leader.
  - a. In cases where this is unsuccessful for any reason, the safety kart will seek out the race leader in the field and drive in front of them.
- c) All drivers are required to remain behind the safety kart and drive in single file, following the safety kart's pace and the line it takes as closely as possible.
- d) It is not permitted to overtake other riders or the safety car whilst it is on the track.
- e) Drivers are not permitted to 'break away' during a safety car period
- f) It is strictly forbidden to weave behind the safety car, i.e. to make deliberate swerving movements for any reason whatsoever.
- g) During a safety car period, drivers are PROHIBITED from entering the pit lane
  - a. Entering the pit lane, or otherwise leaving the line of karts behind the safety kart, will be penalised.





- b. If a driver breaks away from or leaves the line for any reason whatsoever, they must always rejoin the back of the line and will consequently have to resume the race in last place.
- c. Lap losses, driving time, position(s) or penalties incurred as a result of failing to comply with these regulations will NEVER be rectified.
- 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 car will signal this by switching off its lights in the final sector and raising its left hand.
  - b. The race director behind the safety car is instructed to maintain the safety car's pace after it has left the track
  - c. The race will resume from the start/finish line. This means that riders are only permitted to go full throttle and overtake AFTER crossing the start/finish line.
  - d. Overtaking, driving alongside another rider or accelerating before crossing the start/finish line will be considered overtaking under yellow and will be penalised!
- i) During a safety car situation, the race clock will continue to run at all times.
  - a. Should the race time expire during a safety car situation, the race officials will decide which lap and/or pass 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. To put a stop to notorious repeat offenders if they fail to comply with this, the following rules have been established.

- a) In the event that the race officials determine that a participant, whether intentionally or through incompetence, repeatedly breaches the rules set out in Article 2.6, exponentially increasing penalties will be imposed
  - a. Upon detection, the participant will first be made aware of their undesirable behaviour.
    - i. This will take place at the start/finish line using the number plate and a sign bearing the word 'driving behaviour'.
  - b. Upon the next violation, the participant will receive an official warning by means of the warning flag, the number plate and a sign reading "driving behaviour".
  - c. Upon the subsequent offence, the participant will be disqualified by means of the black flag and the number plate.





## 4.0 Overview of penalties and warnings

It goes without saying that the guiding principle of this competition and for all participants should be that they compete fairly with one another and that every offence is one too many. However, as this would be a utopian ideal, the following is an overview of penalties and warnings that will be issued during the SWS Regional Cup 2026 for specific offences. This list is as comprehensive as possible, but may not cover all situations that could 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 described and undescribed situations where it deems this necessary.** To keep the number of penalties as low as possible and the enjoyment of driving for all participants as high as possible, we have incorporated exponentially increasing penalties in this edition, which, in the event of repeated offences, will result in a DQ to put a stop to repeat offenders of these offences. No rights may be derived from this list.

### 4.1 General penalties

Infraction	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 intoxicating substances</b>	Disqualification and removal from the premises.	Article 1.2(a) Article 1.2(c)
<b>Observation of alcohol consumption before or during the race</b>	Disqualification from participation (as a team) on that day.	Article 1.2(b)
<b>Failure to have basic equipment in order</b>	Warning and instruction to rectify 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 be present (on time) for one or more parts of the competition</b>	Starting at the back. Starting from the pit lane. You will not receive any points for the missed rounds.	Article 1.2(k)



## 4.2 Penalties during qualifying and formation

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

## 4.3 Penalties during the race

Infringement	Penalty(ies)	Reference
<b>Unsporting hand gestures</b>	Warning. Time penalty. Disqualification.	Article 2.3
<b>Unsporting behaviour, per subsequent offence</b>	Time penalty of 3 seconds. Time penalty of 6 seconds. 9-second time penalty. Disqualification for that driver and stint.	Article 2.3 Article 1.1 Article 4.0
<b>Failure to observe a yellow flag or failure 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>Repeatedly leaving the track and/or hitting equipment for each subsequent offence</b>	Rider is reminded of proper riding 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, running 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, where applicable, the team. This is at the discretion of the race officials	Article 3.5-c)

#### 4.4 Penalties during a safety car situation

Offence	Penalty(ies)	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 car</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 whilst the safety car is on track</b>	Time penalty of at least 5 seconds.	Article 3.7(f) Article 2.6
<b>Entering the pit lane or otherwise breaking up/disrupting the line of karts behind the safety car</b>	Lap penalty of at least 1 lap. Must rejoin the back of the line before the race resumes.	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 car 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 follow the safety kart closely or allowing an unnecessarily large gap to form 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

Infringement	Penalty(ies)	Reference
<b>0-2 kg underweight during the weigh-in</b>	Time penalty of 3 seconds	Article 1.3 Article 1.3(h)-b.
<b>2-10 kg underweight at the time of weighing</b>	6-second time penalty	Article 1.3
<b>Weighing in 10 kg or more under the required weight</b>	10-second time penalty	Article 1.3
<b>Leaving the pit lane without being weighed</b>	Disqualification	Article 1.3
<b>Observation of driving with loose lead</b>	Meatball flag. Penalty decided by the race director.	Article 1.3



## 5.0 Podium and results

During the Regional Cup, competitors will be vying for two tickets to the Sodi World Series Finals at Le Mans later this year. The top two drivers of the day will walk away with these prizes.

### 5.1 Points

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

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

### 5.2 Tie

In the rare event that, at the end of the day, two or more riders finish with exactly the same number of points, the final result is determined as follows:

- a) Firstly, the number of wins is considered. The rider with the most wins finishes above the rider(s) with fewer wins





- b) Next, the number of better finishing positions relative to the other rider(s) is considered. The rider with the higher number of better finishing positions finishes above the rider(s) with fewer better finishing positions
- c) Next, the best lap time achieved in the <sup>first</sup> qualifying session is considered to determine the result. The rider with the fastest time finishes above the rider(s) with a slower time.
- d) In the extremely unlikely event that there is still a tie, the race director, in consultation with the tied riders, will decide on a suitable tie-breaker with the aim of ensuring enjoyment for all parties.





## 6.0 Sodi World Series

Points can also be earned during this race for the SODI World Series, or SWS for short. In this section, we briefly explain what this entails, how it works and what the specific details are. For all the latest information, drivers should check the SWS website. The SWS is not part of Dutch Racing Series B.V. or its events, and all SWS logos, materials, names and events are the property of SODIKART S.A.

### 6.1 Accounts

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

### 6.2 Points for nationality

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

### 6.3 Different categories

At SWS, you can earn points in various categories; the categories in which you can earn points at the DRS are the SWS Sprint Cup, the SWS Endurance Cup and the SWS Junior Cup.

### 6.4 SWS Endurance Cup

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





## 6.5 Name Matching

As DRS has to manually link and verify participants' SWS accounts before sending 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 operates under its own regulations, over which the DRS has no influence. This may mean that certain SWS categories and associated rules, minimum and maximum ages, etc., do not correspond to the categories, rules and ages determined by the DRS. In some cases, this results in participants being unable to earn points for the SWS. We are unable to change this.

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

During this race, two classes will be on the track at the same time. Whilst we are able to distinguish between these classes and have them compete for separate podium places, this is unfortunately not the case for SWS. Consequently, the combined overall results for both classes will be sent to SWS. There is nothing we can do to change this.

## 6.8 Determination and allocation of points

The DRS has no influence on the number of points awarded, no influence on regulations and no influence on other matters related to the SWS. The SWS is an independent organisation and is not subordinate to or part of Dutch Racing Series B.V. The DRS merely has a partnership with the SWS. We can only submit the results of each race and have no further influence on the process. Once the results have been submitted, we cannot make any further changes. So please ensure that your SWS name, account and, if applicable, team details are correct before each race. We cannot add teams or drivers to the submitted results retrospectively.

## 6.9 Specific questions regarding SWS

As DRS can do no more than register races and submit the results, we ask all participants with specific SWS-related questions to direct these to SWS. Questions, comments, complaints and suggestions addressed to us that relate to 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 entry to venues used by Dutch Racing Series B.V. in the performance of its agreements (such as circuits, karting tracks, paddocks and catering areas) are at the Customer's own risk. The Customer is aware that by participating in an Event, as well as by entering the venues where Dutch Racing Series B.V. operates, there is an increased risk of potential injury.

1.2 Dutch Racing Series B.V. shall not be liable for any damage arising during an Event suffered directly or indirectly by the Customer, of whatever nature, such as injuries, fractures, physical or mental injury, or damage resulting from death.

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

1.4 If and insofar as Dutch Racing Series B.V. is liable, its liability shall be 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, subject to a maximum of €10,000 (in words: ten thousand euros).

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

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

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

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

1.9 The limitations of liability set out in Articles 1.1 to 1.8 shall not apply insofar as damage results from wilful misconduct or gross negligence on the part of Dutch Racing Series B.V. or its managers.

