



SPORTIVE REGULATIONS DUTCH GP SUPERKARTS 2026

by LDP productions in cooperation with the British Superkart Racing Club

SPORTING REGULATIONS

The "Dutch GP Superkarts 2026" is an event of the Superkart Racing Club Ltd and promoted by "LDP productions" and hosted in the Jack's Casino Racing Day 2026.

This event will be organized under the organization license of (N)ext (L)evel Support Assen BV. KNAF organization license 0392.

REGULATIONS

The decisive version of these Sporting Regulations shall be the version in English, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations

GENERAL INFORMATION

The "Dutch GP Superkarts 2026" is governed by these Sporting Regulations, the Technical Regulations and the KNAF Reglementenboek 2026. See the supplementary regulations for event specific regulations.

GENERAL CONDITIONS

It is the competitor's responsibility to ensure that every person concerned by his entry observes all the provisions of the special regulations Dutch GP Superkart 2026, sportive regulations Dutch GP Superkart 2026, technical regulations Dutch GP Superkart 2026.

Competitors must ensure that their karts comply with the rules of conformity and safety throughout the event as published in the supplementary regulations.

The presentation of a kart for Scrutineering will be deemed an implicit statement of conformity

Competitor's, drivers, assistants and guests must at all times wear the appropriate identification credentials which have been handed to them during the sporting checks.

The COMPETITION

The competition is run one free practice, one qualifying practice and three races.

Extra private testing is available for €75,- including 9% VAT.

The competition is powered as an Open national event.



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There will be three races. Race distance is 50 km. However, if this distance is not completed in 20 minutes the race will be finished the first time the leading kart is passing the finish line after 20 minutes.

The entry fee is €500,- excluding 9% VAT, extra private testing is available for €75,- including 9% VAT.

CLASSIFICATION

The competition will be run according of the following format. Race 1, Race 2 and Race 3. For each race a classification will be established and an allocation of championship points.

Points will be awarded at each race to the first 15 finishers in every class according to the following chart: 20, 18, 16, 14, 12, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

The title Dutch GP Superkarts Champion 2026 winner will be awarded to the driver who has scored the largest number of points, respectively in Division 1 superkart, Division1 national cup, F250 National and F450 National over all races.

If a race is stopped and cannot be restarted, and if less than 2 laps have been completed, no points will be awarded. If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.

EQUAL POINTS

Prizes and points awarded for all the positions of the drivers who finished equally will be added together and shared.

If two or more drivers finish the competition on the same number of points, the highest place in the series will be awarded as follows:

- * if the number of first places is the same, to the holder of the largest number of second places.
- * if the number of second places is the same, to the holder of the largest number of third places and so on until a winner emerges.

ENTRANTS APPLICATIONS

Applicants must hold valid entrants at least National A Licences and the necessary authorisations (visas) issued by their ASN. Applications to participate in the "Dutch GP Superkarts 2026" must be submitted to the secretary of the "Next Level Support". An Application to participate is valid when the entry fee is paid. There will only be a refund of the entry money if replacement competitor is found.

The number of entries in "Dutch GP Superkarts 2026" will be limited to 60. Entry forms that are incomplete will not be taken into consideration. Entries will be selected according to the order of arrival at the secretariat of the "Next Level Support".

ELIGIBLE DRIVERS

Drivers entering "Dutch GP Superkarts 2026" must be holders of a minimum licence National A.



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New drivers will be considered as Novices, and must carry Novice plates. A novice plate on Long Circuit will consist of a Yellow plate 22cm x 22cm with a black diagonal cross with strokes 15cm x 15cm.

ELIGIBLE KARTS AND EQUIPMENT

The Events are exclusively for Division 1 superkart, Division 1 National cup, F250 National, F450 National, as defined in the Technical Regulations.

The entrant is obliged to present one chassis and engine(s) to scrutineering.

Any chassis damaged in a racing incident ascertained by the Clerk of the course may be sent for inspection to the scrutineer, who will be the only official entitled to allow or refuse the replacement of the damaged chassis by a chassis that has not yet been registered at scrutineering.

RACING NUMBERS AND DRIVERS NAME

Racing numbers shall comply with the provisions 1-99 Division 1 superkart, Division 1 National cup, 100-199 F250 National, 200-299 F450 National.

The name of the driver must appear on each side of the lateral bodywork (or on the bubble-shield) and be clearly legible.

The flag of the drivers nationality must be the same nationality as on his licence.

SCRUTINEERING AND SPORTING CHECKS

As in Article 2.10 of the CIK-FIA General Prescriptions.

At each competition, the secretary of the event will check all licences.

At Scrutineering of "Dutch GP Superkarts 2026" the chassis and engine(s) will be marked. A driver may change his equipment already marked during Scrutineering until the beginning of Qualifying Practice but must pass at Scrutineering again to have his new equipment marked.

BRIEFING

As in Article 2.18 of the CIK-FIA General Prescriptions.

GENERAL SAFETY

As in Article 2.14 of the CIK-FIA General Prescriptions.

NUMBER OF KARTS ALLOWED ON THE TRACK

The number of superkarts allowed to the track is 60.

RUNNING OF A COMPETITION

The competition will comprise Free practice, Qualifying Practice and three finals, called Race 1, Race 2 and Race 3 as follows:



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*Free Practice: It is accessible only for drivers who have passed the administrative checks and scrutineering.

*Qualifying Practice: only for drivers who have passed the administrative checks and scrutineering.

One session of 20 minutes. At each pit stop, drivers shall report to the weighing area in order to be weighed. All fully covered laps are timed.

The time retained is that of the best lap. Any ties will be decided by the second best time set by each driver, and so on in the case of further ties.

Any driver whose best qualifying lap is more than 125% of the average time of the best three lap times in his category will not be allowed to take part in the Races. Under exceptional circumstances however, which may include setting a suitable lap time in a previous Non-qualifying Practice session, the clerk of the course may allow the driver to start the Race at the rear of the grid. Should there be more than one driver accepted in this manner, their order will be determined by the clerk of the course.

The (3) races:

Race 1 (minimum 50 KM, maximum 20 min): starting positions according to the position obtained after Qualifying Practice.

Race 2 (minimum 50 KM, maximum 20 min): starting positions according to the position obtained after Race 1

Race 3 (minimum 50 KM, maximum 20 min): starting positions according to the position obtained after Race 2

The Clerk of the Course may permit any non-finisher of Race 1 to participate in Race 2 and for any meeting with more than two races permission may be provided to participate in Race 3 for any non-finisher in Race 2. The Clerk of the Course may permit non-finishers to start at the back off their class for safety reasons when the risk of speed difference is too big.

The three races will be separated at least by 2 hours

STARTING GRIDS

At the end of the Qualifying Practice session, the list of qualified drivers as well as the starting grids will be officially published

Only the listed drivers will be allowed to take part in Race 1, Race 2 and Race 3.

Any entrant whose kart is unable to take the start for any reason whatsoever or who has good reasons to believe that their kart will not be ready to take the start, must inform the official in charge of the assembly area, who will advise the Clerk of the Course as soon as possible.

The pole position driver of grid will be the right of the track. (Rolling start)

Access to the grid will end twenty minutes before the scheduled start of the race. Any kart which has not taken its position on the grid at that moment shall no longer be allowed to do so, except under exceptional circumstances left to the appreciation of the clerk of the course. Special demands of the organiser of the event can increase or decrease this time limit. A change in the schedule will be announced during the drivers briefing

STARTING PROCEDURE

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As in Article 2.20 of the CIK-FIA General Prescriptions

Rolling start for karts with gearboxes (long circuits): karts will be preceded by a pace car (at a speed of between 60 and 80 km/h) and followed by a service car. At the end of the formation lap (or, as necessary, at the end of the last formation lap), the pace car will drive to the side before the line and at that time the pole position kart shall drive at the same speed and the other karts shall keep their positions in two lines until the start is given by the switching off of the red lights. At the end of the formation lap, should conditions require it, the Clerk of the Course will order the pace car to cover one or several extra formation laps. If such extra formation laps are covered, the start of the race will be considered as having been given at the end of the first formation lap

The Clerk of the Course may use any video or electronic system likely to help them to take a decision. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the driver concerned from the event.

SAFETY CAR

- a) The safety car must be marked SAFETY CAR in letters of similar dimensions to those of the race numbers, on the rear and sides. It will be driven by an experienced circuit driver. It will carry an observer capable of recognising all the competing karts, who is in permanent radio contact with race control.
- b) Before the race, the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point it will cover a whole lap of the circuit and enter the pit lane. The safety car may be brought into operation to neutralise a race upon the decision of the Clerk of the Course. It will be used only if competitors or officials are in immediate physical danger but the circumstances are not such as to necessitate stopping the race.
- c) When the order is given to deploy the safety car, all observers posts will display waved yellow flags and a board SC which shall be maintained until the intervention is over
- d) The safety car will start from the pit lane with its orange lights illuminated and will join the track regardless of where the race leader is
- e) All the competing karts must then form up in line behind the safety car no more than five karts lengths apart and overtaking is forbidden until the karts reach the line (or the next safety car starting point) after the safety car has returned to the pits. Overtaking will only be permitted under the following circumstances:
 - if a kart is signalled to do so from the safety car
 - any kart entering the pits may pass another kart or the safety car after it has crossed the first safety car line, as defined under g) below
 - any kart leaving the pits may be overtaken by another kart on the track before it crosses the second safety car line, as defined under g) below
 - - when the safety car is returning to the pits it may be overtaken by karts on the track once it has crossed the first safety car line
 - if any kart slows with an obvious problem
- f) When ordered to do so by the Clerk of the Course the observer in the safety car will use a green light to signal to any karts between the SC and the race leader that they should



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pass. These karts will continue at reduced speed and without overtaking until they reach the line of karts behind the safety car

- g) The safety car shall be used at least until the leader is behind it and all remaining karts are lined up behind him (or, when there is more than one safety car, with all the karts in that safety car's sector)

Once behind the safety car, the race leader (or leader of that sector) must keep within 5 kart lengths of it (except as under j) below) and all remaining karts must keep the formation as tight as possible

- h) While the safety car is in operation, competing karts can enter the pit lane, but may only rejoin the track when the green light at the end of the pit lane is on. It will be on at all times except when the safety car and the line of karts following it are about to pass or are passing the pit exit. A kart rejoining the track must proceed at an appropriate speed until it reaches the end of the line of karts behind the safety car. Under certain circumstances the Clerk of the Course may ask the safety car to use the pit lane. In this case, and provided its orange lights remain illuminated, all karts must follow it into the pit lane without overtaking. Any kart entering the pit lane under these circumstances may stop at its designated garage area

- i) When the Clerk of the Course calls in the safety car, it must extinguish its orange lights; this will be the signal to the drivers that it will be entering the pit lane at the end of that lap. At this point the first kart in line behind the safety car may dictate the pace but may not slowing down and, if necessary, fall more than five kart lengths behind it. As the safety car is approaching the pit entry the SC boards at the observers posts and LED panels will be withdrawn, but the yellow flags will remain. On the main straight a green light will be shown and only after the control line overtaking is allowed. These will be displayed for no more than one lap

- j) Each lap completed while the safety car is deployed will be counted as a race lap. If the race ends whilst the safety car is deployed it will enter the pit lane at the end of the last lap and the karts will take the chequered flag as normal without overtaking

- k) In exceptional circumstances the race may be started behind the safety car. In this case its orange lights will be turned on before the one minute signal. This is the signal to the drivers that the race will be started behind the safety car. When the green lights are illuminated, the safety car will leave the grid with all karts following in grid order no more than five kart lengths apart. There will be no formation lap and the race will start when the green lights are illuminated. Overtaking, during the first lap only, is permitted if a kart is delayed when leaving its grid position and karts behind cannot avoid passing it without delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver who is delayed leaving the grid may not overtake another moving kart if it was stationary after the remainder of the karts had crossed the line, and must form up at the rear of the line of karts behind the safety car. If more than one driver is affected, they must form up at the back of the field in the order they left the grid. A penalty will be imposed on any driver who, in the opinion of the clerk of the course, unnecessarily overtook another kart during the first lap

- l) At circuits where safety car procedures are to be used, two continuous 20cm wide safety car lines should be marked with non-skid paint, crossing the track and the pit entry and exit roads from side to side, normal to the track centreline, at the following places:

- Safety Car Line 1: at the point which it is deemed reasonable to allow a kart entering the pits to overtake the safety car or another competing kart remaining on the track. It is



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also the point at which competing karts can pass the safety car as it enters the pits at the end of the intervention

- Safety Car Line 2: at the point at which karts leaving the pits are likely to be traveling at a similar speed to competing karts on the track. A kart on the track may therefore overtake another kart leaving the pits before reaching this line but no overtaking take place after it.

STOPPING A RACE

As in Article 2.21 of the CIK-FIA General Prescriptions

RESTARTING A RACE

As in Article 2.22 of the CIK-FIA General Prescriptions

FINISH AND PARC FERMÉ

As in Articles 2.23 and 2.13 of the CIK-FIA General Prescriptions

INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

As in Article 2.16 of the CIK-FIA General Prescriptions

INCIDENTS

As in Article 2.24 of the CIK-FIA General Prescriptions

PODIUM CEREMONY

At the end of each race, the drivers classified 3rd, 2nd and 1st in Division 1superkart, Division 1 National cup, F250 National and F450 National shall enter the podium one after the other.



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