BELGIAN NATIONAL CHAMPIONSHIP 2026

INFO & RULES V3

changes V2 highlighted in green

changes V3 highlighted in orange

INFO

Event :	BNC 2026
Date :	May 16th - 17th
Location :	Worldkarts Kortrijk Spinnerijkaai 67b 8500 Kortrijk – Belgium Tel : +32 56 21 49 91 www.worldkarts.com
Organization :	info@bnckart.be Gregory Laporte +32 485 55 37 09 Mathias Grooten +32 498 13 23 98
Format :	5 Qualifier races for all participants Semi finals for top 60 after Qualifier races (-1 'half-dropresult') Final for top 20 after Semi Finals
Minimum Weight :	85kg - weights up to 30kg (*) available
Track :	Track layout was changed in March 2026. We will race in both normal and reverse direction

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Practice : BNC Exclusive Practice on championship layouts:

Thursday May 14th : From 09h00 until 23h00

Friday May 15th : From 09h00 until 23h00

24€ / 12 minute heats

Reservation for BNC practice will be possible on our website via www.bnckart.be

Wednesday May 13th at 12:00 is the cutoff to make online reservations All changes after that have to be requested at the Worldkarts front desk.

If you signed up last-minute for the BNC, reach out to one of the crew members, and we will find suitable practice sessions for you!

Karts : Sodi SR5

GX 270cc Honda Engines

Adjustable seats & pedals

Up to 30kg (*) weight boxes



Website: www.bnckart.be

Livetiming: www.apex-timing.com/live-timing/worldkarts

Facebook : www.facebook.com/BelgianNationalChampionship

Instagram : www.instagram.com/bnckart.be

Linktree: www.linktr.ee/bnckart

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FORMAT

Qualifier races :

- 5 races of 12 laps for everyone, 8 groups of up to 26 drivers
- Hotlap Qualifying + 15 min Race (= 12 laps)
- 1 mandatory pitstop (30" pit time) for all drivers in each race (normal direction races)
- 1 mandatory longlap for all drivers in each race (reverse direction)
- 1 half-drop result (ref. art. 11, page 9)

Semifinals :

- Top 60 after qualifier races will be spread out over 3 semifinals, via the snake division system
- Qualifying - 4 hotlaps
- 20 min Race (=17 laps)
- 2 mandatory pitstops - 25" pit time if in normal direction / 2 longcuts if in reverse direction

Final :

- Top 20 after semifinals
- Double points for the final race
- Classic+ MatchRace Qualifying
- Polesitter gets first kart pick
- 30 min Race (=25 laps)
- 2 mandatory pitstops - 25" pit time if in normal direction / 2 longcuts if in reverse direction
- The winner of the championship will be the driver who has the most points after the final!

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Rules

Art. 1 Language

The official language will be English.

There will be 3 briefings for the drivers

- in Dutch on Friday May 30th at 17h30
- in French on Friday May 30th at 18h30
- in English on Friday May 30th at 19h30

It is strongly advised to take part in at least 1 of these briefings.

Art. 2 Rules

Every driver who takes part is expected to fully understand and accept the rules.

Questions about the rules can be sent to the organization via email, in advance!

Art. 3 Briefing

We advise that all drivers are present in at least one of the briefings.

You should already have read the rules completely before you attend the briefing.

These briefing sessions are intended to remind drivers of the basics and the practical side of things. We will not go through the rules completely and we advise everyone to ask their questions before the championship weekend starts.

Art. 4 Marshalls

At all times, drivers (& entourage) must show respect for the race directors' & marshalls' decisions and shall communicate with them in a calm, educated way.

During the event, the race directors will be assisted by the experienced Worldkarts-crew.

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The organization will always communicate the reason for penalties with the drivers after the race, and share these online as well in a specific Penalties-Overview-document:

BNC 2026- Penalties & Information to drivers

Art. 5 Entry requirements

Drivers need to have experience with indoor kart races, at least on a local level.

The organization holds the right to refuse or remove a driver, if his driving endangers himself or others.

Drivers need to be 12 years old and weigh at least 50 kg. Exceptions can only be allowed if the organization is convinced the younger driver is experienced enough, based on proof delivered by the driver or a teammate or a national representative.

Minors need a parent or team representative at the event, who shall assist them during the briefing session and - if necessary - when dealing with the race direction crew.

Art. 6 Weight

The minimum weight is 85 kg for all drivers. This will be measured after the race.

Because we use a strict time schedule, it is required that all drivers check their weight on the balance in pitlane number 3 before each race. Once the drivers of the race preceding theirs get out of their kart, everyone must be ready to go to his/her kart with the correct ballast.

Drivers can put up to 30kg (*) of ballast in the weight boxes in the karts.

They can also put weight in the kart seat, as long as this is done in a safe and non-harmful way, for themselves and the karts.

Insert seats (with or without extra weight) are allowed, as long as they pass the organization's inspection. These seats may not damage the original seats.

Weight is the driver's responsibility. The organization will always check the weight of the top 6 in every race and we hold the right to check others as well. For this we use

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the balance between pitlanes 1 and 2. If a driver doesn't reach the required minimum of 85kg, we will go the scale in pitlane number 3 for an additional check. If it's ok on that balance, obviously the driver escapes the penalty.

It is not allowed to keep weight inserts that belong to the track for yourself if you are not racing. After every race you have to return the weights to the designated area in the pitlane. If we find weights with a driver that isn't racing in the next heat, he will receive a warning for his next race!

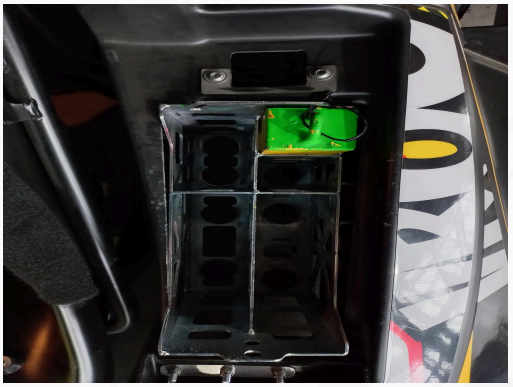
Failing to reach the minimum weight after the race will lead to penalties.

We will test and equalize the field of karts using extra ballast weights.

The principle is as follows :

1) We test all karts and rank them by laptime.
2) Slowest karts are not used during the championship
3) Fastest karts get extra -permanent- weight on the chassis, to slow them down
4) End result : a fleet of karts that are very close together.

The crew will try hard to equalize the karts, adding 2.5kg, 5kg, 7.5kg or 10kg ballast blocks to faster karts to bring them closer to the 'average pace' of the field.



These ballast blocks have a green colour sprayed on them, they cannot be removed throughout the entire event! They are fixed with a tie wrap.

Obviously, this weight does not count as your personal weight!

This rule means that you may draw a kart that only has room for 20kg, 22,5kg, 25kg or 27,5kg of weight blocks for you. Be prepared to bring extra weight yourself!

If you have a kart that should have permanent weight, and it is not there, it is your responsibility to call a marshall before the start of your qualifying session or race!

Before the start of every semi-final and final, we reserve the right to re-evaluate the relative differences between the karts and possibly change the ballast blocks. This will be done before your kart draws, so there will be no (dis)advantage for anyone !!

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It is forbidden to remove the special colored ballast blocks before or after your race. Anyone who is caught gets an automatic disqualification.

Every driver is also responsible for checking if the correct green ballast blocks are present in his kart. If we see a ballast block missing after qualifying, but we did not see you remove it yourself, you will start last. If a ballast block is missing after your race, and we did not see you remove it, you will receive a 20 sec time penalty.

Art. 7 Equipment

Drivers need to wear a race suit and a helmet with a visor. We advise you to close the visor. Gloves are not mandatory.

It is forbidden to wear a scarf or other loose clothing. Long hair must be tucked inside the helmet too.

Art. 8 Karts, Group & Kart draw

Group draws for the BNC championship were done right after the 8hr BNC Training Race. Drivers & teams who were present were invited to follow . A computer system randomly creates groups which have as much variety as possible. This means drivers X won't drive 5x against driver Y. On the group's overview, next to each driver name, there will be a letter. In all 5 races each driver will have 5 different letters.

On Saturday morning (May 16th), at 7h30, we will do the kart assignment to the letters for the first 4 races! (or 5 races(*)) A driver will not race the same kart twice in the first four qualifier races!

Random drivers will be invited to draw a letter for the kart selection we have made. The kart selection and permanent weight allocation will not change anymore for the first four races of the championship.

On Sunday morning (May 17th), at 7h30, we reserve the possibility to assign 'new' karts to the letters for race 5. We will only do this when the kart differences are too big for our liking after the direction change between race 3 and 4. In similar events abroad we have noticed that kart parity can greatly suffer after a direction change, so if this is the case for us in race 4, we will analyze the performance of all karts and

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decide on new weights for race 5 onwards. If we do this draw, it is possible that you draw a kart for a 2nd time, but that the weights on it have changed.

(*) However, if we decide against changing the weights before race 5, the kartdraw from Saturday morning will stay valid for all of race 5, so no new kart distribution on Sunday morning.

F.ex. if we assign kart number 17 with 5kg permanent weight to letter B, each driver that has letter B next to his name will have to do his race with kart number 17 (that always has 5kg on the chassis)

If a driver searches his kart and it is not in operation anymore once he gets into the pit lane for his race, then he shall draw a new kart amongst the spare karts. A marshall can't point him towards any kart of his choice.

Changing karts is forbidden before/during the race, unless there is an obvious mechanical problem that is reviewed and confirmed by the organization and/or pit crew. If a driver delays the starting procedure by signaling a kart malfunction, but after a kart test the race direction judges that the kart is fine, the driver will have to start from the back of the grid in his original kart.

Art. 9 Timing

We expect all drivers to respect the timing schedule. We will never delay the races because we have to wait for 1 (or more) drivers. We demand that all drivers are present in the pit lane in race equipment with their weights, before the preceding race finishes!

As the checkered flag is shown, the scale for weighing drivers is only available to the crew for checking the weight of the drivers that just finished their race. We expect all drivers getting ready for the next race, to have checked their weight before that time!!!

Be aware that we can run ahead of the original schedule, by as much as one hour! If you decide to leave the kart track, make sure you keep an eye on the live-timing to see what races are being run. We recommend that you are at the kart track at least 1 hour in advance of the original starting time of your race.

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Art. 10 Points

Points system for the Qualifier Races & Semi Finals :

P1 - 32	P2 - 29	P3 - 27	P4 - 25	P5 - 23	P6 - 21	P7 - 20	P8 - 19
P9 - 18	P10 - 17	P11 - 16	P12 - 15	P13 - 14	P14 - 13	P15 - 12	P16 - 11
P17 - 10	P18 - 9	P19 - 8	P20 - 7	P21 - 6	P22 - 5	P23 - 4	P24 - 3
P25 - 2	P26 - 1	DNS - 0	DQ - 0				

After the Qualifier Races all drivers will drop 50% of their worst result. (“half-drop”)

(f.ex. 4th position was your worst result : you will drop 12,5 points)

There will be no extra points for pole position or fastest laps.

A disqualification (DQ) in a race (0 pts) can’t be dropped!

Any points tied will be decided by most wins, p2, p3, etc ...

If all results are equal after the qualifying races:

- your highest qualifying positions will decide the tie.

If all your starting positions were equal:

- the sum of your fastest laps in your qualifier races decides the tie.

If all results are equal after the (semi)final, whoever finishes ahead in the (semi)final will prevail.

Points from the Semi-Finals will be added to your points tally gained in the Qualifier races (minus half-drop). The Semi-Final result can’t be dropped.

The points for the Final will count double.

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Art. 11 MatchRace+ Semi Final

The top 60 will advance to the Semi Finals. (3x20)

The organization will select the 20 closest karts possible for the semifinals, and split them into five equal groups of karts, making them on average equal on performance. The 20 drivers will be split into five groups, using a snake distribution, EDCBA ABCDE ...

The 5 groups of 4 karts will be drawn at random to either group before the semi starts. All drivers will drive 1 lap in each of the karts of the group.

5 groups of 4 drivers will be stopped on the track on the outlap. The highest ranked driver will be last in the group, 2nd position will start second to last, etc. Overtaking someone is absolutely never allowed! Once the first hotlap is completed, everyone gets out and gets into the kart ahead of them in the row. The first driver of the group goes to the last kart. We repeat this 4 times so every driver drives 4 hotlaps in the same 4 karts. The group that starts the hotlap first will rotate, group 1 will start the first lap, group 2 the second lap, etc.

Best average laptime will start on pole position, and so on. Additionally, the polesitter will have the first kart-pick for his semifinal, he can only choose amongst the 4 karts he drove. P2 can choose his kart as 2nd, etc. The drivers have to have to take enough weight with them to do both MatchRace+ and the race, no adding weights in between!

The organization demands that each driver respects fair play during the Qualifying battle of the finals.

Any kind of trick to disadvantage another driver will be penalized with a DQ from the semifinals. We demand that each driver, after completing his hotlap, brings the kart back in a normal way. No touching of the barriers, no pedals combined, no cooling down tires on the outside dirtier line, or any other trick to decrease the performance of the kart.

Two pitstops in the semi final of min. 25” each. or 2 longcuts if we run in the reverse direction.

Points from the Semi-Finals will be added to your points tally gained in the Qualifier races (minus half-drop). The Semi-Final result can’t be dropped.

The new top 20 in the standings will advance to the Final.

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Art. 12 Final

The top 20 after the Semi Finals will advance to the Final.

Classic MatchRace+ Qualifying.

- P17 - P20 will drive 4 hotlaps in 4 karts. The quickest of these four drivers will start 17th and can choose one of these 4 karts, second place starts 18th, etc.
- P1 - P16 will do a classic matchrace concept. P1 and P16 drive 2 hotlaps in 2 different karts, fastest average lap wins, gets to pick a kart and continue to the next round. P2 and P15 do the same etc.

  However, if you lose a round, you still continue. The losing half of drivers after the first round, will line up against other drivers in their group to decide starting positions P9 to P16. In the old matchrace concept, this was decided by championship standings.
  All drivers in the top 16 will therefore drive the same amount of hotlaps.

After the top 16 is determined, P1 gets first kartpick out of these 16 karts, etc.

Two pitstops in the semi final of min. 25" each. or 2 longcuts if we run in the reverse direction.

The points for the Final will count double.

The driver with the highest number of points after the final will be crowned the 2026 Champion!

Art. 13 Pitstops - Races in normal direction

A) Pitstops

During the Qualifier Races (in normal direction), drivers have to do 1 pitstop in the race. During the Semi Finals and the Final, drivers will *possibly (if raced in normal direction)* have to do 2 pitstops during their race. It is not allowed to pit in the last lap of the race. It is your own responsibility to know when your last chance is to legally pit. We won't show a 2 (&1) laps to go sign. When you see lap 10/12 on the timingscreen, you are in your penultimate lap (lap 11), so last chance to pit!!

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It is mandatory to lift up your hand between the two KWC flags.

Every driver needs to spend 30 seconds* in the pitlane during each pitstop. You can see on the big TV-screen in the pitlane how much time you have already spent in the pitlane.

(*) semi finals and final 2x 25 seconds

B) Pitlanes

We will use two pitlanes for the pitstops. However, drivers must use pitlane number 1. In case you follow another driver into the pits very closely, you are allowed to use pitlane number 2 as well. Whatever pitlane you use, it is mandatory to stop completely with the front wheels between the coloured lines on the floor. From that position you watch the screen and your pit time. It is NOT allowed to 'launch' yourself out of the pits from a position behind those lines.



Pitlane number 1 (closest to the circuit)
Pitlane number 2 (middle lane)
Pitlane number 3 = for drivers who are getting ready for the next race (balance for pre-race weight preparation!)

If a driver from pitlane 1 and pitlane 2 decide to accelerate out of the pits at the exact same time, pitlane number 2 has to give the advantage to pitlane number 1 before rejoining the track.

When you enter the pit, your entry will be detected automatically, and your time will start to count. Once you are in the pitzone, there is no need to race towards the

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designated area where you have to stop. You have plenty of time, so drive through the pits at a reduced speed. Once you see your time on the screen approaching the required 30 (or 25) seconds, you are allowed to accelerate and approach the exit of the pitlane. Be aware that you don't leave the pits too soon, because penalties are applied if you do so. Make sure you know where the detection line is for pit exit!

Not lifting up your hand between the two KWC flags before you pit : Warning

Leaving the pits too soon, <= 1 second = 5 sec TP - Leaving the pits too soon >1 second = 20 sec TP

Leaving the pits too soon >= 5 seconds = 40 sec TP

Be aware that you don't crash into the pit wall when entering the pits. A crash will be at least a 20 sec TP.

C) Pit exit

When rejoining the track, it is mandatory that you give priority to the drivers on track. Drivers on the track have the advantage over the racing line and there should always be plenty of space on the inside of your kart.

Every driver that exits the pit lane must give this advantage to his competitors, at least until the taped line on the track stops. There should always be a part of your kart that is on the right hand side of the yellow line by the way (from driver position's perspective)

You have to stay completely on the right side of the white line on the pit exit. You can only steer into the corner once your front tires have crossed the end of the white line. It is not allowed to weave left onto the racing line before then turning right to keep right of the white line.

If the front left tyre crosses over the line, you receive a warning.

If the front left tyre crosses over the line and you gain a position, orange flag.

If your kart crosses the line completely, 5 sec TP.

If you cross the line completely and go fully defensive to the apex, 20 sec TP.

Attention: These rules also apply when you exit the pitlane & there is nobody on track.

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Good pit exit



Bad pit exit, warning or penalty



Front tire on the white line but not crossing it, on the limit but allowed

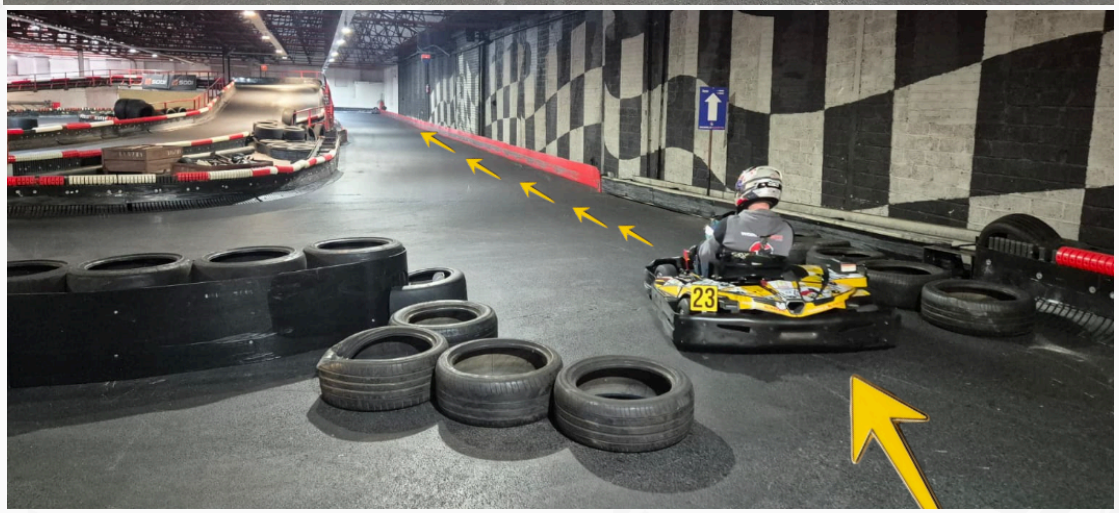
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Art. 14 Longcut- Races in reverse direction

If we do races in reverse, we don't use pit stops. Therefore, we are introducing the longcut for that strategic purpose. Each pilot must take the longcut once per race, and this is allowed on every lap except the last of the race.

It is mandatory to lift up your hand between the two KWC flags.





Attention: Drivers on the track always have priority but :

- Warning : Not lifting up a hand between the two KWC flags.
- TP 5" : Pushing the person who does the longcut into the wall, to prevent his overtake with more speed on your outside. (& at point of contact this person is more than 50% alongside so virtually ahead)
- TP 20" : Crashing into the person who is on the track whilst doing your longcut, where at the point of contact you are not 50% alongside, and your contact means the nose of his kart spins towards the right-hand-side barrier.

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Art. 15 Fair Play

During the championship, we want all drivers to respect each other. Fair play is most important to us.

But of course, we do like good racing and nice overtaking and clean battles will be applauded.

For overtaking drivers must keep the following in mind:

1. An overtake is only legal if your front bumper is at least 50% on the inside of the kart in front
2. Drivers who are 50% on the inside or outside of someone cannot be pushed into the barriers. Respect each other's position if you are side by side.
3. Drivers who fail to have 50% of their front alongside need to yield going into or exiting a corner. You are not close enough so give up the attempt or the position!
4. Drivers who are overtaken cleanly, and who wave hands to try to influence marshals, can be penalized themselves. Recognizing and admitting you are overtaken is a sign of sportsmanship and the rest of the race is yours to try to regain your position!
5. You can never push a driver from behind of his racing line, not in a fast corner, and not in any braking zone. If you accidentally bump someone, you raise your hand to show marshals you realize you accidentally hit the driver in front, which might save you from getting a warning flag for bumping. Obviously, you avoid doing this multiple times or you will be penalized.
6. You can never slam the side of your kart, in the side of another kart, if the front bumper of the first kart already touches the apex of the corner. If a driver's nose touches the apex, he is in the corner. You cannot push him wide.
7. If you do an illegal overtake, you can avoid a penalty by returning your position.
8. If the overtake is deemed incorrect, the organization can show you an orange flag to return your position, or hand out 5" or 20" time penalties.
9. You cannot escape a penalty/orange flag by doing your pitstop/longcut. Your pitstop or longcut will stand, but you will get an additional time penalty.

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10. Additionally, we want to point out that you always need to keep your hands on the steering wheels. You can not touch the kart anywhere but the steering wheel. When you step into the kart, you can double check if the choke is OK, but that's it.

    (f.ex. you can't touch your front wheels when you leave the pit, to "accelerate faster")

11. Obviously, touching the kart of a rival with your hands is not allowed and leads to DQ of the race.

Art. 16 Penalties

We will apply the rules strictly from the first corner of the first race onwards! We will take the marshaling very seriously, as serious as we want the drivers to follow the rules. Championships are won based on consistency, and driving clean intelligent races.

Take note that we are extra strict in the opening laps of the race when the pack of karts is all bunched up. When attempting an overtake, these should be correct and taking into account that all karts are very close together. You can lose your race on the first lap, not win it.

Before we apply penalties you can receive a **Warning =** You are on the limit of what's allowed

- hardly stopping between the lines during your pitstop
- repeatedly tapping in the braking zone
- brake checking before race start
- driving too slow or too fast in race starts -> +- 15km/h is advised
- zig-zagging too extreme in race starts (max 2 karts widths is allowed)
- crossing the taped line at pit exit
- not lifting up your hand before pitstop or longcut between the KWC flags

And also, an orange flag for an illegal overtake = Return position

Attention : 2x Warning and/or Orange in the same race = automatic 5" TP.

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Qualifying penalties

- Touching the barriers after Start/Finish line : 5 position grid drop
- Underweight in MatchRaces : You start last
- A ballast block is missing on your kart after qualifying : You start last

Time Penalty of 5" – small errors

- Small mistakes in fight for position, to be avoided by handing the position back and respecting the orange flag.
- Two warnings and/or orange flags in 1 race
- When the race direction can't give you an orange flag for a false overtake, because you have pitted. (-> Avoid doing a pitstop or longcut after you did a 'questionable overtake maneuver')
- Pitstop or longcut in last lap
- Not stopping at all between the lines in the pits
- Incorrect pit exit, not giving advantage to drivers on track and as a result winning a position you otherwise would have lost
- <=1 sec too soon out of the pits
- Pushing the person who does the longcut into the wall, to prevent his overtake with more speed on your outside. (& at point of contact this person is more than 50% alongside)
- Pit exit and your kart crosses the line completely, 5 sec TP.

Time Penalty of 20" – big errors

- Less than 1 kg underweight
- Obvious mistake in fight for position.
- Overtaking under yellow

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- Not respecting blue flags or orange flags
- Launching yourself from behind the lines in the pits, to have a bigger speed on pit exit
- Crash at pit entry
- Crashing into the person who is on the track whilst doing your longcut, where at the point of contact you are not 50% alongside.
- More than 1 sec too soon out of the pits
- 1st time violation of the radio-communication ban
- A ballast block is missing on your kart after the race
- 1st time violation of the radio-communication ban
- Pit exit where you cross the line completely and go fully defensive to the apex, 20 sec TP.

Time Penalty of 60”

- For every pitstop or longcut not executed

DQ – Worst case scenario

- Aggression, cheating, unacceptable behavior on/off track etc.
- More than 1 kg underweight
- Second violation of the radio-communication ban
- Anyone who tries to remove the green ballast weight blocks, on any kart

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Art. 17 Flags



Chequered flag

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



Green flag

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

Yellow flag

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



Blue flag

There is a quicker driver behind you and you are about to be lapped. You can not block this driver(s) and you must go off the racing line to allow the driver(s) to pass you. Not respecting the blue will result in a straight time penalty.

Orange flag



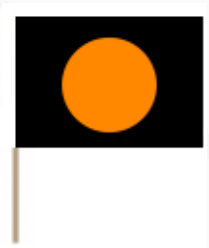
The orange flag is shown when a driver makes a wrong or unsportsmanlike overtake, or who does an illegal defense of his position. The driver who gets the flag must give the other driver a possibility to pass as quickly as possible. Ignoring the orange flag results in a time penalty. Do not pit as long as you haven't served the orange flag.



Warning flag

This flag can be shown for many reasons. You need to watch out for the remainder of the race.

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Time Penalty flag

You have an after race time penalty. After the race you will learn if we handed you a 5" or a 20" TP according to the rules. You do not have to come into the pits.



Black flag

The black flag is used to inform the driver to stop racing and come into the pit (pitlane number 2!) The organization will either make him/her service a time penalty immediately, or the driver will be excluded from the race.



Red flag

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

The flag will also be used after the end of the qualifying session. All drivers must come to a complete stop with some space in between them, and drivers will be called 1 by 1 to line up the starting grid.

Art. 18 Radio Communication

It is NOT allowed to use radio communication during the race of the BNC.

If we catch a driver using it, it will be a 20" TP the first time, 2nd offense = DQ from the race

Also, mobile phones on the steering wheel are not allowed during the competition.

Exception : During Free Practice Sessions it is allowed.

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Art. 19 Qualifying & Racestart procedures

Everyone will be sent out of the pits at 2-second intervals.

It is essential that everyone :

1) leaves at the “GO” signal (not? = Warning!)

2) drives full throttle during his outlap (not? = Warning!)

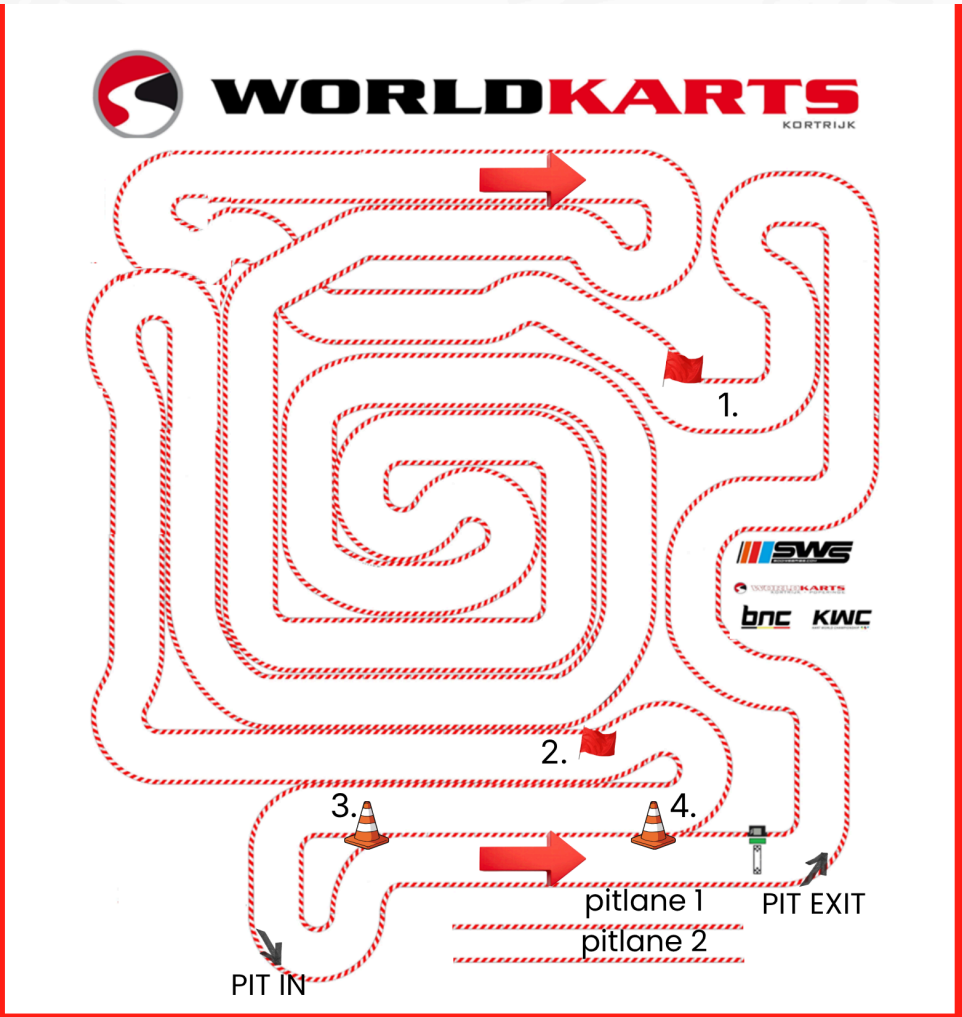
3) does not block anyone during his timed lap (deliberately? = DQ)

4) It is allowed to overtake someone in your outlap, as well as to manage the distance with the kart in front of you, in the last sector only, so that you don't get blocked during your timed lap.

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WORLD KARTS SWS KWC KORTRIJK
MATHIJS CORNELISSEN AUXILIUM CONSULT FUTURE SOLUTIONS HERMAN Noyez bavart

A) QUALIFIER RACES (normal direction) - 1 lap QUALIFYING

NORMAL DIRECTION



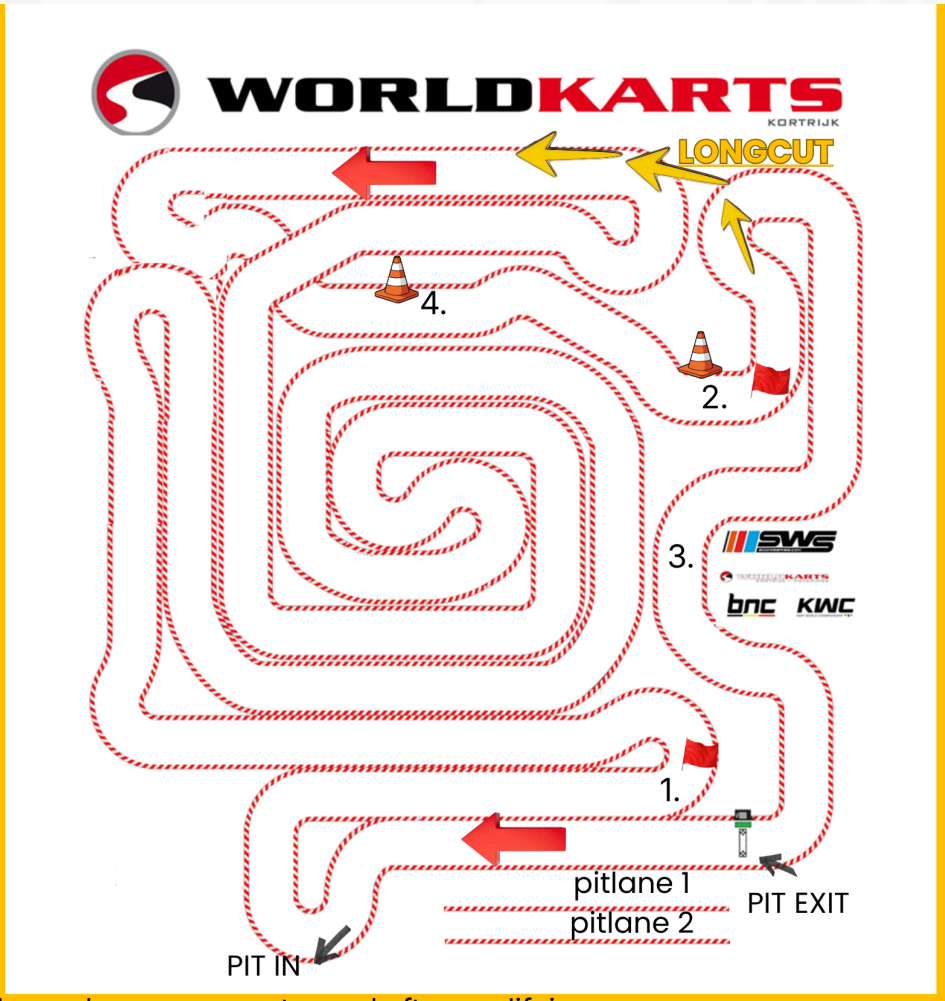
NORMAL DIRECTION

1. Place where you are stopped after qualifying
2. Place where polesitter is stopped
3. Earliest spot where polesitter can go full throttle for racestart (last cone)
4. Between the cones on the last straight, you have to clearly raise your hand before making a pitstop

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B) QUALIFIER RACES (reverse direction) - 1 lap QUALIFYING

REVERSE DIRECTION



REVERSE DIRECTION

1. Place where you are stopped after qualifying
2. Place where polesitter is stopped
3. Earliest spot where polesitter can go full throttle for racestart (middle of corner)
4. Between the cones on the last straight, you have to clearly raise your hand before making a longcut

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