

2025 JUNIOR WORLD CHAMPIONSHIP RULEBOOK

Note: K1 Speed and its officials reserve the right to alter the event rules and regulations to suit any special or unforeseen situation. All decisions by the officials are final and are not subject to appeal or protest. These general rules may be modified in part to suit a particular race.

COMPETITION, SAFETY, and SPORTSMANSHIP:

The 2025 K1 Speed Junior E-World Championship will be the biggest challenge yet for most racers, with the winner certainly earning the title of our second-ever “K1 Speed Junior World Champion”. It is the goal of K1 Speed to provide a fun and safe event with fantastic on-track racing and great sportsmanship throughout the event. Each driver earned their way to the event by being a top 3 racer at their State Championship, and in this event, we want to make sure everyone walks away with an amazing experience. Because of this, expect the event to be officiated in a manner that rewards close competition and penalizes avoidable contact or poor sportsmanship. Race how you want to be raced, keep it clean, and hopefully, at the end, hoist up some hardware on the podium!

More About “Good Sportsmanship”:

Good sportsmanship is showing respect to fellow drivers and officials, both on-track and off, adhering to the rules of the event, and being gracious in winning or losing. This also applies to a driver’s family or friends, and they are equally responsible for their actions.

EVENT SCHEDULE

The 2025 K1 Speed Junior World Championship weekend is broken up into two parts: The National Championship (United States Championship) and the World Championship. The United States Championship is held on Saturday, April 26th, in the morning and will decide the US Champion, but also the top three drivers that will transfer and represent “Team USA” in the World Championship. The World Championship will begin immediately following the US Championship and will crown the Junior World Champion!

Below is the anticipated schedule of events – **times are subject to change.**

Junior US Championships, Saturday, April 26th:

- 7:00 am: Doors Open
- 7:00 am-8:00 am: Registration/Track Walk
- 8:05 am: Driver Meeting
- 8:30 am: Sessions Begin
- 1:00 pm: End of Event

EVENT FORMAT BREAKDOWN

Registration:

Racers will need to pre-register for the event online by using the following link:

<https://register.k1speed.com/ont/1-151815-72b211c8938143c1bc65dedd6b9d916b>

Check-In & Payment:

Every racer must check in at the front desk upon arrival.

Racers will need to pay their race fees and sign, date, and initial the entry form. Upon receipt of payment and the completed entry form, racers will receive a complimentary event shirt and a wristband.

Racers also have the ability to pre-pay for their race fees online. Paying beforehand allows the racer to wait in a dedicated "pre-paid" line when checking in, which is anticipated to move quicker than non-paid racers.

Drivers Meeting:

All drivers are required to attend the Drivers Meeting. The goal of the Drivers Meeting is to welcome all participants and introduce them to key staff, give a brief rundown of specific items about the day's event, and help familiarize everyone with the format, but it will not go through a full reading of the rulebook. Use this meeting to ask any specific questions you have regarding the rulebook.

Qualifying:

Each driver will participate in two 8-lap qualifying sessions. The driver's single best lap time from either qualifying session will determine their placement in the Main Events.

Main Events: There will be up to six Main Events, depending on attendance: F-Main, E-Main, D-Main, C-Main, B-Main, and the National Championship Final. The top drivers from qualifying (the number will depend on the maximum grid on track) will automatically start in the Final, while the rest of the qualifiers will be sorted into the preliminary Mains. The preliminary Mains (F-Main through B-Main) will race for the remaining positions in the final standings, while those in the A-Main (National Championship Final) will compete for a chance at the World Championship. Each Main will be 8 laps in length, with the Final also being 8 laps long.

National Championship Podium: The top three finishers from the National Championship Final will receive trophies during the National Championship podium presentation and will move on to the World Championship.

World Championship: The format for the World Championship is exactly the same as the National Championship (2 8-lap Qual, 1 Race), except there is only one run group. The World Championship Final will be 8 laps in length, with the top three finishers standing on the podium.

World Championship Podium: The top three finishers from the World Championship will stand on the podium and receive their trophies and checks.

RACING FORMAT

- There will be two qualifying rounds of 8 laps to determine Main Race Groups and starting positions for the final round.
- The final race will consist of 8 laps.
- The final race will be a **Grid Start**
- There will only be ONE grid start. Restarts are at the manager's discretion.
- When there is a **spin**, the race is **yellow-flagged**, and racers are reduced to speed 1. No passing is allowed. Racers continue at speed 1 until the spun-out car has safely rejoined the race. No restarts or allowing racers to bunch back up if spread out.
- If there is a **crash**, the race is **red-flagged** and stopped to assist the affected drivers. No passing is allowed. Once the incident is cleared, racers will begin at speed 1 until all racers have safely rejoined the race. No restarts or allowing racers to bunch back up if spread out.
- If a racer causes an intentional or avoidable incident (crash, spin-out, etc.) that results in a loss-of-position for the other driver, then the racer-at-fault is sent to the back of the grid. The innocent driver will resume the race from wherever they rejoined the field. (e.g.: if they were second and drop back to fifth as a result of the incident, they'll continue in fifth position, not second).
- No equipment allowing driver-to-driver, or driver-to-spotter communication allowed.

KART MALFUNCTIONS:

- Any kart removal or swapping is at the discretion of the Manager or official.
- There will be no switching of karts at any time during both qualifying sessions unless there is a mechanical failure or an accident that causes damage to a kart.
- There will be no switching of karts during a final race unless there is a severe mechanical failure.

RUNNING THE EVENT:

- Racers are placed randomly in karts (number draw raffle) for 8-lap Q1 and Q2. Racers do not get a choice of which kart they will drive.
- The racer's fastest time will determine the line-up for the Mains: National Championship Final, B-Main, C-Main, D-Main, E-Main, and F-Main. Managers will divide the number of drivers into each main race as evenly as possible. The slowest in F-Main, the faster drivers in the National Championship Final.
- The qualifying heats are for time. The race final is for position.

POTENTIAL PENALTIES

Black Flag Penalty: Severe on-track infractions may be cause for a full black flag penalty, which is a removal of the driver from the session.

Post-Race Position Penalty: If a driver gains a position illegally, then a post-race penalty may be given by docking their position in the results. The number of positions varies with the severity of the incident.

A DQ from a session can be given if there is a particularly unsafe or egregious action by a driver. The driver will receive no credit for the session and will be put at the bottom of the results.