

K1 Speed E-World Championship

2025 Official Rulebook



1. WELCOME!

The 2025 K1 Speed E-World Championship is a highly anticipated event bringing together top drivers from K1 locations around the United States and the World for one purpose: to crown a K1 E-World Champion! With the best drivers from each state, this year's event will see a unique format that requires speed, stamina, and craft, all hosted by the new outdoor K1 Circuit. The goal of this rulebook is to outline how the event will run and provide each competitor with the necessary information to successfully compete in this fun and fair competition. Remember, It is the responsibility of each competitor to understand and follow these rules and regulations. Congratulations on earning a spot in the 2025 K1 Speed U.S. and E-World Championship event, and good luck!

2. K1 CIRCUIT, OTL E-PRO KART, SPIRIT OF THE EVENT

- 2.1 The Track:** The K1 Circuit is 1.1 miles in length, with 12 corners and varying degrees of banking and elevation change, as well as long straights to really get up to speed, and hard braking zones which make for great passing. And while it is 28 feet wide with run-off zones and generous exit curbing, keeping it on the track is a requirement. With average speeds higher than any indoor K1 Speed location, making the move to an outdoor track is more than just taking the roof off.
- 2.2 The Kart:** The E-Pro Kart from OTL is a big reason for the huge difference between indoor and outdoor karting: this kart is built for competition. Acceleration is impressive thanks to its powerful induction motor, and deceleration happens just as quickly with its front disc brakes. However, because of this, the kart will drive differently than the OTL Storm or Superleggero karts found at your local K1 Speed and will be the first thing to adapt to for each driver.
- 2.3 Competition, Safety, and Sportsmanship:** The 2025 K1 Speed World Championship will be the biggest challenge yet for most racers, with the winner certainly earning the title of "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, and during this weekend, we want to ensure everyone walks away with a great experience. Because of this, expect the event to be officiated in a manner that rewards close competition and penalizes contact or poor sportsmanship. Race how you want to be raced, keep it on the track, and hopefully at the end hoist up some hardware on the podium!
- 2.4 No On-Track Communication Devices or Systems:** Any devices, systems, or methods that allow communication between drivers and external parties during active track time are strictly prohibited. This includes, but is not limited to, radios, direct communication systems, or any form of voice communication that might be used to interact with drivers while on the track. The intent is to ensure drivers focus entirely on their performance and the track conditions, with no external distractions or influence during active racing.

3. SAFETY EQUIPMENT REQUIREMENTS

Helmet* – DOT-Approved or Snell, full-face coverage with a face shield; no motorcycle helmets with goggles.

Driving Suit* –Made of abrasive-resistant material (e.g. Cordura).

Gloves – Preferably manufactured of abrasive-resistant material

Shoes – Must be closed-toe and worn with socks

Balaclava* – For drivers with shoulder-length or longer hair or any driver using rental helmets

Suit Alternative: Long-sleeved shirt with long pants

*These items are available for use on event day

4. EVENT SCHEDULE

The 2025 K1 Speed E-World Championship at K1 Circuit is broken up into two parts: The Teen category and the Adult category, with both the U.S. Championship (NC), and the World Championship (WC) up for grabs. Both championships will be held on Saturday, April 26th, deciding the US Champion, the top three drivers that will transfer and represent “Team USA” in the World Championship, and of course, the World Championship itself that will crown the “Adult” and “Teen” World Champions at K1 Circuit!

Below is the general schedule of events – **times are subject to change**. The adult track walk will begin immediately after the Teen World Championship final and will end roughly 45 minutes to one hour later before the mandatory driver’s meeting. Therefore, adults must check in as early as possible on race day in case the schedule moves faster than anticipated.

Saturday, April 26th:

7:00am: Gates Open

7:00am: Teen Registration / Track Walk

8:00am: Teen Track Walk Ends

8:05am: Registration Ends / Teen Drivers Meeting (Mandatory)

8:30am: Teen Sessions Begin

8:30am: Registration Opens for Adults

11:45am: Adult Track Walk

12:45pm: Adult Track Walk Ends

1:00pm: Adult Driver’s Meeting

1:30pm: Adult Race Sessions Begin

5. EVENT FORMAT BREAKDOWN

5.1 Registration/Check In: U.S. racers must register and sign waivers online before the event.

Additionally, the event entry fee must be paid, either online before the event, or on site (card only) at the time of check in: \$94.95 for Teen entries, and \$104.95 for Adult entries. All drivers must check in with registration to pay/show proof of payment and to sign/turn in their entry form. Once payment has been confirmed and the entry form has been submitted, drivers will receive their wristband. Any spectators who wish to be near the pit area will need to purchase a pit pass for \$20. No exceptions.

5.2 Track Walk: Once through registration, the track is available for walking prior to the drivers’ meeting. This will be the first chance to get a look at the 1.1-mile K1 Circuit, providing a great perspective prior to getting behind the wheel. The track walk will close prior to the Drivers Meeting. For the Adult category in the afternoon, the track will open to registered drivers for the

track walk at the conclusion of the final session in the Teen category. Track walks are a luxury and not guaranteed, therefore, it is the driver's responsibility to arrive at the track early enough to participate.

- 5.3 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 pertaining to the day's event, and help familiarize everyone with the format, but it will not go through a full reading of the rulebook. The drivers' meeting will take place by the finish line on the front straight. Each driver will check in upon arrival at the meeting. If your name is not on our check-in list, this means the driver did not attend the mandatory meeting and may be disqualified from the event.
- 5.4 Qualifying:** Racers will have two qualifying sessions up to 8 minutes long to set their best lap time. Drivers will be spread out when leaving the grid and must not wait for other drivers on the course. No contact is allowed during qualifying. Session ends once eight minutes have elapsed, with the single fastest time from either qualifying session used to determine each driver's placement in the Main Events.
- 5.5 Food & Drink:** Racers competing in the afternoon are encouraged to allow plenty of time to eat and digest before racing begins. Guests are allowed to bring their own food and non-alcoholic beverage items if they desire, so if anybody has dietary restrictions, please plan ahead. Food and drinks will also be available for purchase at the track.
- 5.6 U.S. Main Events:** There will be three Main Events: the A-Main U.S. Championship Final, B-Main, and the C-Main. The top 25 from qualifying will automatically start in the Final, while the rest of the qualifiers will be sorted into the preliminary Main with a max of 25 karts on each grid. The preliminary Main (B-Main) will race for 26th position to 50th, and C-Main will race for 51st down to 75th. There will not be any transfers from C-Main to B-Main or from B-Main to A-Main. Races will be 10 laps in length.
- 5.7 U.S. Championship Podium:** The top three finishers from the U.S. Championship Final (A-Main) will receive trophies during the U.S. Championship podium presentation and will move on to the World Championship.
- 5.8 World Championship:** The format for the World Championship is nearly the same as the U.S. Championship, except there will not be a practice session since everybody will already have had three race sessions earlier in the day. International drivers and the US transfer will participate in an 8-minute qualifying session to determine the starting grid for the World Championship Final. The World Championship Final will be 10 laps, with the top three finishers standing on the podium. The same format will be used for both the Teen and Adult championships.
- 5.9 World Championship Podium:** The top 3 finishers in the World Championship will stand on the podium, receive their trophies and their checks, and of course spray the champagne (or sparkling cider if under 21).

6. EVENT PROCEDURES

- 6.1 Race Group and Karts:** Each run group will be posted on-site the day of the event, and kart numbers will be given upon arrival at the pit box.

- 6.2 Pre-Grid and Release:** It is the responsibility of each driver to be ready on time, with all of their safety gear on, and in the correct kart prior to the session starting. Once the session is ready to start, drivers will be released from the grid one at a time with a small gap in between each kart. Swerving back and forth is not allowed at any time, and drivers may be penalized if they do so.
- 6.3 Entering/Exiting Pit Lane:** Drivers are to stay on the far left side of the track when entering or exiting the Pit Lane, and should raise a hand in the air, especially when coming into the pits at the end of a session. Racing Karts do not have brake lights, and the hand in the air warns the drivers behind that you are slowing down.
- 6.4 Starts and Restarts:** During practice and qualifying, it is up to the drivers to get a clean lap, with the session starting once the first kart hits the track. In races, drivers are to circulate the circuit until reaching the back straight, where they will then proceed forward to their respective start boxes, where an official will point them to their correct spot. Once all drivers are set, the Official will signal them to be ready and will send them onto the front straight for a rolling start of the race. The race begins once the green flag waves, with no passing until after the start line. If there is a need for a restart after a session stoppage, it will be handled in the same way.
- 6.5 After The Checkered:** Drivers are to continue around the circuit to the Pit Entry Lane without cutting the track and without driving erratically. Once in the Pit Lane, they must slowly drive up to the charging stations before getting out of the kart. If any penalties need to be administered, an official will notify you after you have parked.

7. RACING GUIDELINES & CONDUCT

- 7.1 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 as well.
- 7.2 Contact and Passing:** While some contact can happen in racing, drivers should strive not to make any contact, especially during passing, and can be penalized if that contact seems egregious or dangerous in any way. Any contact during a pass will be looked at harshly by officials, with any driver gaining from that contact receiving a penalty.
- 7.3 Racing Room:** When side by side, drivers are expected to give plenty of space for the other driver. This means not crowding into another driver if they are alongside when you are being passed, and not driving people off the racing course on the exit.
- 7.4 Cutting the Course:** Cutting the course can be extremely unsafe and is not allowed during any session. Any driver that does so will be immediately penalized.
- 7.5 Re-Entering the Track:** If a driver leaves the racing surface for any reason, spins out, or has an incident with another driver, they must raise their hand and rejoin as safely as possible. If, for some reason, they cannot continue, they need to wave their hands and alert an official for assistance.
- 7.6 Blocking:** Blocking is any reactionary move to prevent another driver from making a pass. Once you have picked a line coming out of a corner, that is your line. Swerving or changing lines quickly into a braking zone may also be grounds for a penalty.

7.7 Passing Under Yellow: If there is an incident that warrants a yellow flag, that area immediately becomes a no-passing zone. Passing may resume after clearing the incident, but any passing in a yellow flag area will be penalized.

8. POTENTIAL PENALTIES

8.1 Time Disallowed: Any infraction in Practice or Qualifying that needs a penalty will see a driver's fastest lap(s) removed.

8.2 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.

8.3 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.

8.4 Race Disqualification: 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.

9. OFF-TRACK PENALTY AND DAMAGE LIABILITY

Drivers are responsible for the equipment during the event – any damage done during a session will be billed to the driver at the time, regardless of fault.

9.1 Going Off Track: Leaving the racing surface can cause damage to the underside of the kart, brake systems, motors, and more. Any driver who goes off track may be subject to a damage bill after their session. Going off track on more than one occasion may be grounds for removal from the event. This includes using paved run-off; if drivers are deemed to have gained an advantage by using the run-off sections, they may receive a time penalty. Any driver who goes off track and gets stuck will be automatically out of that session or race. If you get stuck, please exit the vehicle and follow the marshall's instructions to get into a safe area.

9.2 Crash Damage/Driver Abuse: Going off course, jumping curbs, or making contact with other drivers or walls can all cause damage to the kart. If a kart looks to have damage after the post-session inspection, it will be billed to that driver. If the damage is deemed to be from driver abuse or unsafe or irresponsible driving, the driver will be removed from the event.

10. MECHANICAL FAILURES

While K1 Circuit mechanics have put in considerable time to prepare and equalize the OTL E-Pro karts for the World Championship, there is always the risk of mechanical failures. While unfortunate, these potential failures are still part of racing, however, there are still provisions in place in case this happens.

10.1 Practice/Qualifying Procedure: If a kart has a mechanical issue with no fault of the driver (such as a loss of power), the driver must put a hand in the air to signal to other drivers and officials, while attempting to reach one of two designated "kart swap areas" out on the circuit. If fewer than 5 minutes have elapsed in the session, the driver will be swapped into the new kart to complete the session. No swaps will take place once the 6th minute has begun.

10.2 Race Procedure: If a kart has a mechanical issue with no fault of the driver during a race, the same procedure applies, with the following addendum: The race will go full course yellow, with all karts slowed to caution speed. The driver will be put into the new kart and then will rejoin in the position they were in the last time they crossed the finish line. Once in place, the track will go full green, and karts will return to full power.

11. FLAGS AND LIGHT PANELS

K1 Circuit utilizes flags and light boards (Flag Panels) to signal drivers around the race course and is the primary method of communicating information about track conditions, on-course incidents, and other information to the driver. Drivers are responsible for understanding the meaning of the flags.

11.1 Green: Start of the session or race. A green Flag Panel also signals a return to racing after a caution period.

11.2 Yellow: There is an incident ahead, and drivers are required to use caution in the area, with no passing allowed. In the case of a Full Course caution, all flag Panels will flash Yellow, accompanied by yellow flags from all Officials, as well as all karts slowed to caution speed.

11.3 Waving Black Flag: A full black flag requires a driver to enter the pits at the end of the lap. Additionally, a driver's number will be displayed on the Flag Panel on the back straight.

11.4 Rolled Black Flag: A rolled black flag is given to a driver as a warning for doing something close to an infraction on the previous lap.

11.5 Red: The session is being stopped, and all drivers are to raise their hands and slowly come to a complete stop. All flag Panels will flash Red, accompanied by red flags from all Officials, as well as all karts slowed to caution speed. Follow the closest official's instructions.

11.6 Blue with Stripe: Used when a driver is being lapped by the leaders. Drivers are to hold their line, be predictable, and allow those drivers to pass without being erratic in their driving. Additionally, a driver's number will be on the closest Flag Panel with a flashing blue display.

11.7 White: Signals one more lap in the race and is a courtesy flag. Only displayed at the Finish line.

11.8 Checkered: End of the session or race – drivers are to head back to the pits.

12. AUTHORITY

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.