



K1 Speed United States & World E-Karting Championship 2026 Teen & Adult Rulebook

1. WELCOME!

The 2026 K1 Speed World E-Karting 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 World E-Karting 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. Good luck!

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

- 2.1 The Track:** 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 2026 K1 Speed World E-Karting Championship will be the biggest challenge yet for most racers, with the winner certainly earning the title of "K1 Speed World E-Karting 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 2026 K1 Speed World E-Karting Championship at K1 Circuit is broken up into two parts: the U.S. E-Karting Championship (USEKC), and the World E-Karting Championship (WEKC). The Teen championships will be held on Saturday, May 2, deciding the Teen U.S. E-Karting Champion, and the Adult championships will be held on Sunday, May 3, deciding the Adult U.S. E-Karting Champion. The top three drivers from both U.S. E-Karting Championships will transfer and represent "Team USA" in the E-Karting World Championship immediately following their A-Main race and podium. Of course, the World E-Karting Championship itself will crown the K1 Speed "Adult" and "Teen" World E-Karting Champions at K1 Circuit! After the completion of the World E-Karting Championship, the U.S. E-Karting Championship will resume with the remaining heat races.

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

Saturday, May 2::

6:30am: Gates Open / Teen Registration / Track Walk

7:35am: Teen Track Walk Ends

8:00am: Registration Ends

8:05am: Teen Drivers' Meeting (Mandatory)

8:30am: Teen Sessions Begin

Sunday, May 3::

6:30am: Gates Open / Adult Registration / Track Walk

7:35am: Adult Track Walk Ends

8:00am: Registration Ends

8:05am: Adult Drivers' Meeting (Mandatory)

8:30am: Teen 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: \$99.99 for Teen entries, and \$109.99 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. Only wristbanded racers may enter the pits - no guests. All spectators may watch the race and meet with their racer in the general public areas, including the main building, grandstands, and designated area alongside the pits.

- 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. 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 at the main grandstand near Turn 3 (Rocky Moran Corner). 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:** Food and drinks will also be available for purchase at the track. As a result, no outside food or beverages will be allowed.
- 5.6 U.S. Main Events:** There will be three Main Events: the A-Main U.S. Championship Final, B-Main, the C-Main, and the D-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 45th, and C-Main will race for 46th down to 65th, and the D-Main will race from 66th to the final position. There will not be any transfers from one main to another main, nor is there a podium ceremony for B through D 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 immediately after. The Teen U.S. Champion will also receive a Segway GoKart Pro 2, courtesy of Segway.
- 5.8 World Championship:** The format for the World E-Karting Championship is the same as the U.S. E-Karting Championship. International drivers and the US transfers will participate in two 8-minute qualifying sessions 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 any driver on the podium is 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. INCIDENTS

9.1 Incident Definition: An "Incident" means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or the Race Director or noted by the Stewards and reported to the Clerk of the Course or the Race Director for investigation), who:

- provoked the stopping of a Race in application of these regulations;
- violated these Sporting Regulations;
- have jumped the start;
- started from an incorrect position (e.g. ahead of the pole sitter during a rolling start);
- have not respected flag signalling;
- have caused one or several karts to take a false start;
- have caused a collision; - have forced another driver off the track;
- have illegally prevented a legitimate passing manoeuvre by a Driver;
- have illegally impeded another Driver during a passing manoeuvre;
- have not respected the Stewards' decisions.
- have tampered with any element of the kart prior to or during race sessions
- illegally blocking or otherwise impeding another driver during race sessions

9.2 Incident Penalties:

Incident: Contact driving (with gain)

Definition: Making contact with another kart during a race session, resulting in a gain of position

Penalty: Time or position penalty, at the discretion of the stewards and scaled based on the severity of the driver's actions

Incident: Contact driving (with retirement)

Definition: Making contact with another kart during a race session, resulting in one or more karts being retired from the session

Penalty: Disqualification from the session in which the incident occurred

Incident: Overtaking under yellow (OTY)

Definition: Overtaking other kart(s) while a yellow flag is active

Penalty: In final heats: 1-position penalty for each kart overtaken, plus an additional 1-position penalty for the incident; in qualifying heats: loss of fast lap

Incident: Disobeying Track Official

Definition: Not following the orders of a track marshal or official, whether verbal or flag commands, at any time during the event

Penalty: 1-second time penalty per incident or DSO, depending on the severity of the driver's actions

Incident: Disrespect of a fellow racer or race official

Definition: Yelling, cursing, or harassing (verbally or physically) a fellow racer or race official

Penalty: Time penalty, disqualification, or expulsion from the event, at the discretion of the stewards

Incident: Track limits (with gain)

Definition: 4 wheels out of track limits with a gain of pace, or with a gain of position

Penalty: If a racer gains time/pace by leaving track limits, a 1-second penalty will be applied; if a racer gains position by leaving track limits, a penalty of 1-position for each kart overtaken, plus an additional 1-position penalty for the incident

Incident: Track limits

Definition: 4 wheels out of track limits

Penalties: During qualifying heats: loss of fast lap; during final heats: .5 second penalty

Incident: Early start

Definition: Acceleration of the kart prior to the start of the race (indicated by a green flag)

Penalty: 1-second penalty

Incident: Tampering with the kart

Definition: Any action taken by the racer to modify or change any element of the kart with the intent to improve performance

Penalty: Time penalty or disqualification at the discretion of the stewards and scaling with the severity of the driver's actions

Incident: Blocking

Definition: Making more than one reactionary move (leaving their established race line) by a leading driver to prevent a following driver from executing a pass

Penalty: 1-second penalty

9.3 Cameras: Camera systems will be utilized on track and in the pits to enforce all aforementioned rules and penalties.

9.4 Penalty / Summons Procedure: In the event that a driver is issued a penalty, they will be approached by a race official upon returning to the pits and informed of their summons to the Steward's Office. Upon receipt of the summons, the driver is required to report immediately, without exception. The purpose of summoning the driver is to explain the incident and inform the driver of their penalty. It is important to note that, immediately after the driver has been summoned, a ten-minute protest period will begin; this is the driver's only opportunity to protest a penalty. If the driver does not report to the Steward's office within the ten-minute protest

period, the penalty will be applied without opportunity for protest. Personal footage will not be accepted as evidence in the event of a protest.

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 E-Karting Championship, there is always the risk of mechanical failures. While unfortunate, these potential failures are 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 light 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.

11.5a Red Flag Procedure:

Red flag: This flag must be waved at the start line when it has been decided to stop a practice session or the race. The red flag may also be used by the Clerk of the Course or his deputy to close the circuit.

The following procedures shall apply in the event of a red flag incident:

i) LESS THAN 90% OF THE DISTANCE OF THE RACE

After the incident has been resolved and the track is deemed safe by the Race Director, the race will be restarted with the grid positioned as it was at the last passing. The lap count will be reset to the last passing to match.

ii) 90% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps). The heat/race will be called complete, and no restart will take place – the classification of the Heat/Race will be the classification at the end of the lap prior to that during which the signal to stop the Heat/Race was given. Full points will be awarded for this Heat/Race.

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.