



CKT Racing League Rules

CKT 2026 Official Rulebook

Section 1 – Off the Track

CKT is a competitive racing league. While drivers are racing to win, all competitors are expected to race fairly and respectfully.

Aggressive or unsportsmanlike behaviour will not be tolerated.

All drivers must follow instructions from staff and officials at all times.

Both helmet and seatbelt must be securely fastened before entering the track.

All Pro Karts Nelson health and safety rules must be followed at all times.

Section 2 – On the Track

Flags & Lights

Green = Race.

Yellow = Incident ahead. Drivers must slow down, remain in single file, and no passing is allowed.

Drivers may enter the pits during a yellow flag if completing a pit stop.

Failure to comply may result in penalties.

Red Light

When a red light is displayed, all drivers must immediately slow to walking pace.

Drivers must return to the pits unless the track is blocked.

If the track is blocked, drivers must slow down, avoid the incident, and wait for instructions from marshals.

The race will restart under a rolling restart once safe.

Pit stops completed during a red light will not count.

Chequered Flag

The chequered flag signals the end of the race.

Drivers must slow down and return safely to the pits.

Any contact, aggressive driving, or speeding after the chequered flag has been displayed may result in penalties, including disqualification from the race for more serious infringements.

Racing Rules

Drivers must leave racing room when overlap is established.

Late dive attempts without overlap are the responsibility of the attacking driver.

Barging, deliberate contact, or repeated bumping is not permitted.

Blocking

Only one defensive move is allowed.

No weaving or aggressive blocking.

Drivers must leave at least one kart width when overlap exists.

Track Limits

Drivers must remain within track boundaries at all times.

Contact with barriers or leaving the track may result in warnings or penalties.

Dangerous Driving

Dangerous driving includes deliberate contact, forcing drivers off track, erratic movements, brake checking, and unsafe behaviour.

Dangerous driving will result in penalties and may lead to exclusion.

Timed Race Format

All CKT races are timed races.

The driver leading when the race time expires is declared the winner.

If the race clock shows 19 seconds or less remaining, the next time the leader crosses the line begins the final lap.

Section 3 – Race Format

CKT is a league format with multiple rounds.

Each round may consist of Practice sessions, Qualifying (optional), and Heats or races.

Race formats may vary per round and will be communicated prior to the event.

Section 4 – Pit Stops (If Applicable)

Some races may include compulsory pit stops.

Drivers must complete required stops, remain stationary until released, and early release may result in penalties.

Pit stops will not count if completed during a red light.

Section 5 – Pit Lane

Pit Entry

Drivers must signal pit entry by raising one hand.

Drivers must enter the pit lane safely and avoid interfering with other drivers.

Pit Speed

Pit speed limit is 10 kilometres per hour or walking pace if unsure of the speed.

We use a pit speed monitoring system during most events.

Pit speed limits must be followed at all times.

Speeding in the pit lane may result in time penalties (additional pit stop time), position penalties, or other penalties.

Pit Stop Procedure

Drivers must complete required stops, remain stationary, and early release may result in penalties.

Pit stops completed during a red light will not count.

Pit Exit

Drivers must give way to oncoming traffic when exiting the pits.

Unsafe pit exits may result in penalties.

Section 6 – Incidents

Incidents may be reviewed by officials.

Officials may apply penalties based on observation or video review.

Race Control decisions are final.

Section 7 – Safety

The safety of staff and drivers is the highest priority.

Drivers must slow down and avoid staff if they are on track.

Any driver putting staff at risk may receive severe penalties or disqualification.

Section 8 – Outside Assistance

No outside communication or coaching is allowed during races unless specifically permitted.

Assistance during races may result in penalties.

Section 9 – Penalties

Penalties may include time penalties (additional pit stop time), position penalties, and disqualification.

Drivers receive a bonus point allocation at the start of each event.

Each penalty point results in a one position reduction.

Penalties may be issued for passing under yellow, track limits, pit lane infringements, and unsafe driving.

Timed penalties may apply for entering pits too fast.

Severe behaviour may result in disqualification.

Repeated offences may result in exclusion from the league.

Section 10 – League Conduct

Drivers must race fairly, respect others, and follow instructions.

Repeated poor behaviour may result in removal from the league.

Section 11 – Championship Points System

Points will be awarded based on finishing positions after penalties each round.

1st – 64
2nd – 60
3rd – 56
4th – 54
5th – 52
6th – 50
7th – 48
8th – 46
9th – 44
10th – 42
11th – 40
12th – 38
13th – 36
14th – 34
15th – 32
16th – 30
17th – 28
18th – 26

And so, on if required.

Section 12 – General Rule

If a rule is not written, it is presumed not permitted.

Officials may penalise behaviour outside the spirit of the rules.