

Total Karting Zero

2021 Summer Championship

Sporting Regulations

Updated 02.06.2021

1. **Sporting Regulations General**

1.1. *TITLE*

Total Karting Zero Summer Championship 2021

1.2. *CLASSES*

The Championship will be for the following kart race classes: E-Bambino, E-Cadet.

1.3. *JURISDICTION AND GENERAL MATTERS*

The Championship is organised and administered by Total Karting Zero hereinafter referred to as TKZ in accordance with these regulations. It is the competitors' responsibility to ensure they have all Championship publications and have read them thoroughly, including the supplementary regulations for each circuit. All drivers and their parent / guardian must carefully read, understand and sign the indemnity accepting the risks of motorsport. They must explain these risks and undertakings to anyone involved with their entry, e.g. a mechanic.

The driver, parent or guardian, mechanic, or anyone associated with the driver found to be using abusive language, threatening behaviour or abuse of any other person will have their entry cancelled without refund and have to leave the circuit without return. The promoter will consider in its entire discretion whether that person or any person connected with the affected entry may attend any future event.

TKZ strongly advises all participants to take out Personal Accident insurance.

It is expected that all competitors and their support personnel will adhere to the spirit of the regulations; they are not the basis of reading between the lines to find loopholes.

The Race Director will make timely decisions and resolve disputes which will not be appealable.

No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and regulations. They are intended as a guide for the conduct of the Championship classes and are in no way a guarantee of warranty against death or injury to participants, spectators, or others. By entering the Championship and

signing on at event(s) the participants recognise that kart racing as a form of motor racing may be dangerous.

1.4. OFFICIALS

- 1.4.1. Co-ordinator: Lucy Smedley
- 1.4.2. Championship Steward: Richard Lock/Christian Tanner
- 1.4.3. Championship Race Director: Clinton Bell/Sophie Jermey/ Christian Tanner

1.5. REGISTRATION & COMPETITOR ELIGIBILITY

- 1.5.1. Competitors under the age of 18 must be accompanied by a parent or guardian who MUST sign on as Entrant of that competitor. That person must remain at the event throughout. If the legal guardian or parent of the driver is not present, then a signed letter assigning responsibility to another (who must be aged over 18 and produce suitable government form evidence of identity must be presented)
- 1.5.2. Drivers and Entrant/Drivers must be registered for the Championship and be proven to be a competent kart driver through either an assessment or a recognised training programme and or proof of a licence or race day experiences. Competitors must understand the meaning of all flag signals and obey them at all time. These can be found in Appendix 1: Flag Signals
- 1.5.3. All competitors for the Championship must register with TKZ sales team. If all available places are taken (20 per class) reserves will be listed in the order received. The Championship registration fee is £125 and must be completed with the TKZ sales team. Registrations are non-refundable for any reason.
- 1.5.4. All necessary documentation must be presented for checking at all rounds including parent / guardian identity when signing on. Driver details will be held on TKZ Database and will be subject to the provisions of the Data Protection Act 2018, and as per the TKZ Privacy Policy.
- 1.5.5. Registration numbers will be the permanent competition numbers for the Championship.
- 1.5.6. Entries will be accepted from "Guest Drivers" at the normal entry fee and do not have to comply with registration as per 1.5.3 for their first event but must comply with Regulations [1.5.1](#) and [1.5.2](#) above. Any driver wishing to compete in more than one round must pay the normal registration fee. However, all registered entrants and those on the reserve registration list will take precedence for entries over guests.
- 1.5.7. Only registered competitors will score points where they finish in all heats or finals on the day as per [1.8.1](#), [1.8.2](#). If a "guest driver" decides to take part in further rounds they will be required to pay the registration fee ([1.5.3](#)) and ([2.1.6](#)) and will be able to take forward the points accrued at their first meeting as a "guest driver", but only if there are registration places remaining to be filled.

1.6. Ages Guidelines and Class Weights

Class	Age range	Class Min Weight Kg
E-Bambino 1	Year of 6th to year of 8th (not turned 9)	83
E-Bambino 2	Year of 6th to year of 8th (not turned 9)	83
E-Cadet 1	Year of 8th to year of 12th (Not turned 13)	110
E-Cadet 2	Year of 8th to year of 12th (Not turned 13)	110

- 1.6.1. + Means to end of year of the stated birthday. Unless authorised by TKZ
- 1.6.2. Class weight is with kart and driver complete with all race wear as used in the race or session. Driver weight is taken with race suit, helmet, boots, and gloves but not including any chest or rib protector. The carrying of ballast on the person is prohibited. Proof of age must be produced on request at signing on e.g. a birth certificate or driving licence code. Any driver believed to be under the influence of drugs or alcohol will not be permitted to race, and by signing on agree to tests being made.
- 1.6.3. Where the grid sizes within any given class are large enough to require two groups then the class will be divided accordingly. The groups will be selected randomly for round one, and potentially revised following timed qualifying with any such revisions being based on the driver's fastest lap time from the timed qualifying session. Any such revision will remain at the sole discretion of the Race Director. For remaining rounds, and at the sole discretion of the Championship organisers revision of groups with respect to previous event may be implemented based upon pre event championship points.

1.7. CHAMPIONSHIP ROUNDS

The Championships will be contested over meetings as shown below each consisting of practice, timed qualifying, heats and final. Wherever possible 20 days' notice will be given but rule changes are effective immediately unless otherwise stated. The meetings will be as follows:

Date	Venue
15th May	Rd 1 - Clay Pigeon
5/6th June	Rd 2 - Hooton Park
3/4th July	Rd 3 - Mansell Raceway

31/1st August	Rd 4 - Stretton
28/29th August	Rd 5 - Thrupton
25/26th September	Rd 6 - Rowrah

1.8. SCORING FOR CHAMPIONSHIPS

1.8.1. A driver must be entered into the Championship event in order to accrue points for the Championship. All Drivers for each participating group will have the opportunity to participate in two heats and a final (races) where they will be able to accrue championship points. Points will be awarded to competitors listed as classified finishers in the heats and finals as follows:

Heats - 1st 20, 2nd 18, 3rd 16, 4th 14 reducing by 2 point to last position.

Final - 1st 40, 2nd 36, 3rd 32, 4th 28 reducing by 4 point to last position.

In the case that grid sizes do not reach the maximum of 10 for any given group then the last position will be awarded points according to the series described above up to the actual grid size.

5 additional points will be awarded for the fastest lap time set during the final for each class. For the sake of clarity, this is independent of group.

The total championship points will therefore be the summation of the points accrued in all races and in addition the points awarded for the fastest lap time.

The finishing positions for any driver who fail to start a race will be appended after the classified race finishing positions. For clarity a non start is judged when the given driver fails to cross the timing line for the first time at the start of the race (as per regulation 2.5.3). In the case that more than one driver fails to start a given race, the appended classification will be ordered as per the order of the starting grid positions.

When more than one driver fails to complete the full race distance their finishing order will be determined by the laps completed with the driver who completes the most laps being placed the highest of the drivers who have failed to complete the full race distance. If more than one driver terminates their race on the same lap the finishing order will be appended to the final result first in line with laps completed as described here and then according to their starting grid position for the race in question.

Any driver who is excluded from a race will score 0 points in that race.

Any driver who is excluded from the event will score 0 points in all races.

The final Championship positions will be determined from the driver's total accrued points from each event. Five events of a possible six will count towards the final Championship classification.

- 1.8.2. Drivers who have competed in all 6 rounds will drop their lowest round, this will include any fastest lap points accrued in that round.
- 1.8.3. Should a result for any position be tied from the total of the highest 5 Championship event scores, the result will be decided by the number of 1st places attained in race finals. If still undecided the tie will be resolved on the number of 2nd places in finals, then 3rd places and so on until resolved. If this still results in a tied Championship position, then the results of the heats as per the method described here will be used until resolved.
- 1.8.4. In the case of the races in a class not being completed for any reason the following will apply:
 - A. If a meeting is stopped as per [1.9.6.A](#) there will be no Championship points given in that class
 - B. If a meeting is stopped as per [1.9.6.B](#) a nominal points score will be given to all who qualify for that final of 30 points

1.9. SCORING FOR THE INDIVIDUAL MEETINGS

- 1.9.1. No points will be awarded to competitors for timed qualifying.
- 1.9.2. The results of the timed qualifying will be used to establish the grid positions for the first heats, the fastest time on pole position and so on.
- 1.9.3. If drivers have a tie on their qualifying times, then it will go to their next best qualifying time, the driver with the faster time will be gridded in front of the other driver.
- 1.9.4. The grid for the second heat will be determined by the points scored by each individual driver in the first heat.
- 1.9.5. Points for the heats are as defined in [1.8.1](#).
- 1.9.6. The combined points total from the heats will be used to establish the grid positions for the final, the highest total on pole position and so on.
- 1.9.7. If drivers are equal on their points from both of their heat results, then the fastest timed qualifying times will be used to determine their grid positions, fastest being in front.
- 1.9.8. In the case of a meeting not being completed for any reason the following will apply:
 - A. If a meeting is stopped prior to the completion of the Final of that class, there will be no points or awards given for the meeting. (see [1.8.3.A](#))
 - B. If a meeting is stopped after completion of Final the results of that class will be declared as per [1.8.3.B](#)
- 1.1.7. No Refunds for entries are given for any reason.
- 1.1.8. The series is not responsible for refunds for hotels, flights, and travel in the case of a meeting being cancelled.

1.10. AWARDS

- 1.10.1. Per Race Event Trophies are awarded for Final. For all classes there will be 2 trophies if there is a minimum of 10 entries.
- 1.10.2. Overall Championships. The winner of each Championship will receive a Championship trophy.
- 1.10.3. All meeting awards will be given at the venues within one hour of the provisional results being posted. In the event of a provisional result not being posted by 6.00pm, the awards will be given at the meeting next following publication of the final results.

1.11. COMPETITORS' OBLIGATIONS

- 1.11.1. It is mandatory for all competitors, (and reminded that if a minor they must be accompanied by the parent / appointed legal guardian) to attend all drivers' briefings arranged by the Race Director.
- 1.11.2. In the case of [1.10.5](#). ALL competitors are obliged to collect their awards personally. In all cases awards not collected will be forfeit.
- 1.11.3. Title to awards. In the event of any provisional result or Championship tables being revised after any provisional presentation and such revisions effect the distribution of any awards the competitors concerned must return such awards to the TKZ Series in good condition within 7 days.
- 1.11.4. In order to qualify for both meeting points and Championship points each competitor must sign on during the time specified in the meeting program. The Driver must also take part in the Timed Qualifying practice unless for reasons of Force Majeure.

2. SPORTING REGULATIONS - CHAMPIONSHIP RACE MEETINGS AND RACE PROCEDURE

2.1. ENTRANTS

- 2.1.1. Supplementary Regulations (SR's) and entry forms will be emailed or handed to all registered drivers in sufficient time for entries to be made prior to the closing dates and are available on the TKZ website. It is the competitor's responsibility to have read them thoroughly.
- 2.1.2. Competitors are responsible for entering each race with TKZ sales team a minimum of 1 week prior to the event.
- 2.1.3. Entries will only be acknowledged by email after entering with TKZ sales team. Registered drivers who do not enter the first or subsequent rounds will be placed on the registration reserve list if registrations remain fully booked.
- 2.1.4. Flag signals on track as per Appendix 1.
- 2.1.5. The entry fee is £325 for 1 day events for either class and £460 for bambino, £475 for cadet 2 day events. All entries must be made with TKZ sales team.
- 2.1.6. No Refunds for entries are given for any reason.
- 2.1.7. The Championship Organisers reserve the right to refuse any competitor to enter any particular meeting if the competitor owes any money to TKZ or other company associated with TKZ. TKZ reserves the right to refuse anybody from registering with the Series if it is thought that have brought the Sport into disrepute.
- 2.1.8. TKZ has the right to refuse anybody from entry to the event.
- 2.1.9. It is the duty of TKZ to provide racing hardware that is resistant to systematic failure. It cannot guarantee however that, due to the nature of the hardware supplied being of racing specification, occasional failures resulting in session stoppages for individual karts will not occur. In the cases of such occasional failures TKZ will not be liable to provide replacement driving time in subsequent sessions. In the case of systematic reliability failures it is the duty of TKZ to provide a robust solution to the issue and ensure that all drivers have been treated fairly in terms of track time and opportunity. This will be dealt with at the sole discretion of the Championship organisers and on an event by event and case by case basis.

2.2. PRACTICE

- 2.2.1. Official practice will be at least 3 laps but it is the intention to give a number of sessions per class at the start of each event.
- 2.2.2. Parc ferme / Grid System – A Closed Grid system will operate for Timed qualifying and Finals. The exact procedure and format may vary slightly at each round due to local circuit layouts, but final details and instructions will be issued either in writing or during the Drivers’ Briefing at each round. All areas of the system will be considered as Parc Ferme and all rules relating to Parc Ferme will apply.
- 2.2.3. Entry to Parc Ferme will be only allowed to Pass Holders of the class currently preparing to compete.
- 2.2.4. A pass per competitor will be issued at their first meeting. They will at all times remain the property of TKZ but will become the competitor’s responsibility. A lost pass may be replaced by a Temporary pass. A £5 refundable deposit will be charged for this and then a charge of £5 will be made for the replacement. Please note Temporary passes will only be valid for one meeting.
- 2.2.5. Approximately 10 minutes prior to a timed qualifying/heat/race start the Pre-Race assembly area will open. Karts will be taken into the area with only the driver and one mechanic who must both show passes to the gate marshal. If the pass is not shown then access will not be granted. Mechanics supporting one or more drivers is permitted (only one mechanic per kart).
- 2.2.6. No adjustments may be made to karts, other than for driver comfort, and only then with permission from TKZ.
- 2.2.7. Karts may proceed onto the dummy grid (providing it is clear and ready to accept the next grid of competitors) whenever they feel that they are ready.
- 2.2.8. Once the kart has entered the dummy grid area the driver/mechanic must position it on to their grid position or as directed by the grid marshal.
- 2.2.9. Once the timed qualifying/heat/race is ready to start the karts will come under starters’ orders and be released on to the circuit in the normal manner.
- 2.2.10. At the end of the TQ the karts will be directed into a Post Race Area as detailed in [2.7.3 – 2.7.5](#) below.

2.3. GRID POSITIONS

- 2.3.1. The maximum grid will not exceed 10 for timed qualifying, heat or race sessions.
- 2.3.2. The grid positions for the heats will be decided by the timed qualifying results, see [2.3.11](#).

- 2.3.3. Timed qualifying ("TQ") will be for all classes and will be in 5-minute sessions.
- 2.3.4. Timed qualifying sessions for each class will be decided randomly for the first round and thereafter in championship order, highest points scorer first and so on.
- 2.3.5. All drivers in the session must start their timed laps from the session start and may do as many laps as they wish in the five-minute period, all these laps will be timed.
- 2.3.6. Crossing the start line for the first time will register on the timing equipment and will constitute the start of your first lap.
- 2.3.7. All regulations will apply as if the session was a race. Once a driver leaves the circuit and returns to the scrutineering/pits area, their session will finish, and they will not be allowed onto the circuit again.
- 2.3.8. On leaving the circuit from the timed qualifying session, all drivers MUST report to parc ferme.
- 2.3.9. Any driver missing his/her timed qualifying for any reason will not be allowed to take part in timed qualifying. It is the driver's responsibility to present themselves and their personal safety equipment on the dummy grid for their timed qualifying at the correct time. In case where more than one driver has failed to start the timed qualifying session their grid respective grid positions for the Heat 1 race will be determined by the Warm Up session timed result.
- 2.3.10. Any driver considered to be baulking or blocking another driver may be penalised. A driver who consistently places their kart on a line that is not that recognised as the racing line, in an effort to prevent being overtaken, may be warned as to their unsporting conduct and should they continue they may be given a 5 place penalty. Lap times may be taken into consideration.
- 2.3.11. The timed qualifying results order will decide the grid positions for the heats. Grid positions for the Final will be decided on heat position points.
- 2.3.12. Each driver's quickest single lap only to count. The quickest lap takes pole position. In case of a tie the second quickest lap will be taken to resolve the tie and then the third lap etc.

2.4. RACES

- 2.4.1. There will be two heats and 1 final, duration as published event schedule. Race duration may be reduced in wet weather or unforeseen circumstances and will be announced on the dummy grid accordingly prior to the session. Changes can also be made during racing for safety reasons.

2.5. STARTS

- 2.5.1. Starts will be standing starts.
- 2.5.2. Penalties may be issued for any driver who has a jump start or false start, the Race Director's decision is final. Drivers, who fail to take their correct position on the dummy grid when instructed, must start the race at the rear of the last row of the grid. Weaving to promote tyre warming on formation laps is prohibited.
- 2.5.3. To be classified as a finisher the kart must cross the start line at the start of the race under their own power.

2.6. RACE STOPS

- 2.6.1. If the race is stopped with a red flag, the karts will slow, stop racing, and proceed to the start line unless otherwise indicated, and stop. The karts may not be worked on, unless with Race Director's permission taken to scrutineering and only if permission is given can re-join the race from the back. Drivers involved in the red flag incident may only re-start if the Race Directors gives permission, and then only from the back, and behind any drivers who have had to repair karts. In which case the kart must be re-scrutineered and medical permission given.
- 2.6.2. If the race is re-started, any driver not taking their grid position when requested to do so, shall start from the back of the grid.

2.7. SCRUTINEERING

- 2.7.1. Scrutineering is the responsibility of TKZ.
- 2.7.2. Competitors are not permitted to make any changes to karts, other than for driver comfort and then only with the agreement of TKZ. This includes tyre pressures.

- 2.7.3. After timed qualifying all drivers must go to the Parc Ferme area. Any driver and kart directed or requested by an official to go into the weighing/scrutineering area, should not leave this area without the specific permission or instruction of the Race Director, or any person designated to do so in his absence. In the case of drivers under 18 years of age, we would suggest the entrant satisfy himself or herself that this permission has been given.
- 2.7.4. The minimum penalty for any driver or kart leaving this area without permission will be exclusion from the race/timed qualifying.
- 2.7.5. No person or persons, other than the driver may enter the weighing/scrutineering area, until instructed to do so by a scrutineer. Failure to comply could result in judicial action being taken against their driver.

3. TECHNICAL REGULATIONS

- 3.1. E-Bambino and E-Cadet following Motorsport UK class rules for chassis and tyres.
- 3.2. For other regulations such as bodywork, bumpers, wheels, chain guards etc the regulations mirror those from Motorsport UK.
- 3.3. The Race Director's interpretation of these regulations is final and cannot be queried or appealed.
- 3.4. Chassis setup is standard for all competitors, and may not be adjusted other than by TKZ staff.
- 3.5. E-Powertrain systems, including battery state of charge is managed by TKZ.
- 3.6. E-Bambino uses Le Conte all weather tyres. Tyre set is allocated to kart / driver(s). In the event of a puncture, the punctured tyre only will be replaced with new. Tyre condition will be monitored by TKZ, and all karts will receive new tyres when required, this being applied to all karts.
- 3.7. E-Cadet used Dunlop SL3 Slick tyres and KT3 wet tyres. TKZ will decide upon tyre specification based on conditions. Tyre set is allocated to kart / driver(s). In the event of a puncture, the punctured tyre only will be replaced with new. Tyre condition will be monitored by TKZ, and all karts will receive new tyres when required, this being applied to all karts.
- 3.8. Tyre Pressures are set and controlled by TKZ.
- 3.9. Ballast will be fitted to karts to achieve minimum class weight limit by TKZ, based on driver weight supplied at point of entry. Weight will be checked post TQ.
- 3.10. All karts will be fitted with a transponder by TKZ.
- 3.11. Driver aids are not permitted. These include but are not limited to data loggers, cameras and driver to pit radio systems. For clarity the use of such systems may be occasionally permitted on individual karts with TKZ permission in order to support the TKZ product development programme and/or content creation for media and marketing purposes.

4. RACEWEAR

- 4.1. At all times whilst on track drivers must wear race suits, helmets, boots that cover the ankles and suitable gloves. All race clothing should be designed and suitable for competition use in good condition. These will be inspected at pre-race scrutineering.

4.2. Helmets will be full face and should comply with one or more of the following.

SFI Foundation 31.1A, 31.2A (Not valid after 31.12.2021)

BS6658 Type A/FR (Not valid after 31.12.2021)

ECE22.05 ACU Gold Sticker approved (Not valid after 31.12.2021)

FIA 8860-2004 (Not valid after 31.12.2021)

FIA 8860-2010

FIA 8859-2015

SNELL SA2005 (Not valid after 31.12.2021)

SNELL SA2010 (Not valid after 31.12.2023)

SNELL SA2015 (Not valid after 31.12.2026)

SNELL SAH2010 (Not valid after 31.12.2023)

SNELL SA2020

SNELL- K98 (Not valid after 31.12.2021)

SNELL - K2005 (Not valid after 31.12.2021)

SNELL - K2010 (Not valid after 31.12.2023)

SNELL - K2015

SNELL - FIA CMR2007^

SNELL - FIA CMR2016^

SNELL - FIA CMS2007^

SNELL - FIA CMS2016^

^Mandatory for all under 15 years of age

TKZ can provide TKZ Stilo helmets if required at a price of £380.00 which meet the above standard, lead time 12 weeks.

Competitors should note that the expiry dates of crash helmets may be observed.

4.3. Race suits must have CIK homologation and be either Level 1 or Level 2 marked on the collar. TKZ can provide TKZ HRX custom fit race suits if required at a price of £395 which meet the above standard, lead time 4 weeks.

4.4. The correct specification race suits and helmets can be purchased through TKZ on our website.

5. JUDICIAL PROCEDURES

5.1. ROUNDS

5.1.1. In accordance the summary of mandatory penalties in 5.3.

5.2. CHAMPIONSHIP

5.2.1. In accordance the summary of mandatory penalties in 5.3.

5.2.2. Protests and Appeals – On Track

5.2.3. The Race Director’s decision is final.

5.2.4. The Race Director may impose a penalty as below and inform the competitor.

5.2.5. No appeals are allowed.

5.2.6. The Race Director may request the attendance of one or more competitors to a judicial hearing. Following representations from competitors the Race Director’s decision is final and may not be appealed.

5.2.7. A competitor may lodge a protest against another competitor’s on-track conduct within 30 minutes of the results being issued at a cost of £100, made out to (details to be provided by TKZ upon request). The fee is non-refundable. A single Protest against multiple competitors is not permitted.

5.2.8. No appeals are permitted for technical eligibility penalties issued by the Race Director. Registering for the championship or competing as a guest all competitors, and their associates, commit to the TKZ and MSUK race & respect Code of Conduct published from time to time.

5.2.9. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties which can include loss of Championship points and/or race bans through to Championship Expulsion.

5.3. PENALTIES

5.3.1. These are mandatory penalties. Penalty decisions are at the sole discretion of the Championship Steward. Any such decision cannot be appealed. Negligent or dangerous driving resulting in damage to karts may result in additional charges being levied, as covered damage matrix below and within TKZ terms and conditions.

5.3.2. Based upon judgement of Championship Steward, where a competitor is judged to be wholly or predominantly responsible for causing an accident, all damage related to this accident is subject to the charges as defined below (both the driver's kart, and any other kart's subsequently damaged):

Damage Matrix

Tyre scuff damage to bodywork graphics:	£0
Physical damage to bodywork:	
Front bumper, incl mounts	£85
Rear bumper, incl mounts	£110
Side pods, incl mounts (per side pod)	
£65	
Nassau panel, including mounts	£25
Stub axle (per side)	£70
Track rod and track rod ends (per side)	£25
Steering column	£45
Wheel rim (individual)	£35
Tyre (individual)	£30
Rear axle	£75
Seat	£75
Chassis	
£650	

Labour to replace damaged parts is included in the pricing shown above.

5.3.3. Where a kart is damaged beyond further use at an event due to accident damage as a result of driving standards, TKZ have no liability to provide a replacement kart or a refund to the responsible driver. If a spare kart is not available either for another competitor involved in the accident who was judged to be not wholly or predominantly to blame for the accident, or for the other driver in a shared kart, the competitor responsible for the accident will be liable for the costs associated with any refunds which may result.

5.3.4. Time, place or lap penalties and also the reason any such penalty is imposed are not appealable





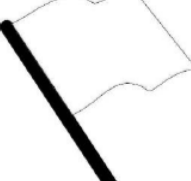

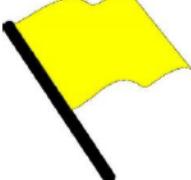
INFRINGEMENT / DESCRIPTION	PENALTY
Gaining an Unfair Advantage	Up to 5 places or 1 lap Penalty






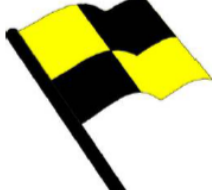
Driving in a manner deemed incompatible with general safety	Up to 5 places or 1 lap Penalty or Race Disqualification
Driving in a manner deemed incompatible with general safety - Aggravated Contact	Race Disqualification or Round Exclusion & consideration of championship suspension
Contravention of flag signal before or after Race - ¼ Black/Yellow / Yellow	Up to 5 place Penalty
Contravention of flag signal during Race - ¼ Black/Yellow / Yellow	Up to 5 place penalty or a 1 lap Penalty
Contravention of flag signal - Ignore Technical Flag	Black Flag
Contravention of flag signal -Black Flag (ignored more than once)	Race Disqualification or Round Disqualification
Abusive Language, Behaviour or Assault	Race or meeting Disqualification
Abusive Language, Behaviour or Assault - Serious	Meeting or championship Disqualification & consideration of licence suspension
Failure to attend Drivers' Briefing	Fine of £50
Failure to obey an Official of the Meeting	Race Disqualification or Round Disqualification
Scrutineer Non-Compliance Report, vehicle or component ineligible	Race Disqualification or Round Disqualification
Underweight	Race Disqualification
Failure to report to Scrutineering	Race Disqualification or Round Disqualification
Incorrectly positioned front fairing - race	5 place penalty
Incorrectly positioned front fairing-timed qualifying	Deletion of fastest time
Tampering with a detached front fairing during race / timed qualifying	Race Disqualification
Reattaching or repositioning the front fairing after chequered flag	Round Disqualification

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Race Director issuing penalties against other breaches of regulations.

Appendix 1: Flag Signals

Competitors must understand the meaning of all flag signals and obey them at all times.

Flag	Message
	<p>Start – Red Lights out Or in absence of lights. For a rolling start, karts start at the moment the flag is raised. For a standing start, karts start at the moment the flag is dropped.</p>
	<p>All clear, at the end of a danger area controlled by yellow flags. Also used to signal the start of a formation lap and shown at all posts during first lap of each practice session and during the formation lap.</p>
	<p>Stationary: Another competitor is following closely behind and may be lapping you. Waved: Another competitor is trying to overtake to lap you, stay on the racing line.</p>
	<p>End of Race, timed qualifying or Practice.</p>
	<p>An ambulance or slow moving kart is on the circuit. The flag will be waved to indicate the sector of the track that the slow moving vehicle is in, and held stationary whilst the vehicle is in the next sector.</p>
	<p>False start, slow down and reform the grid. Continue on another rolling lap, stay in formation at the speed set by the pole sitter at the front.</p>
	<p>Stationary: Danger, slow down sufficiently to ensure that full control of the vehicle can be retained. No overtaking. Waved: Great danger, slow down considerably. Be prepared to suddenly change from the projected racing line including stopping if necessary. No overtaking.</p>
	<p>Flag - or coloured panel for the three signals below, with competitor's number</p>

	<p>A warning, to the driver that his behaviour is suspect and that he may be black-flagged on further reports.</p>
	<p>Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must call at its pits for repairs no later than on the next lap.</p>
	<p>The driver must stop at his pit within one lap of receiving the signal and report to the Race Director. A penalty of disqualification may be enforced.</p>
	<p>Immediately cease driving at racing speed and proceed slowly, without overtaking, and with maximum caution to pits or start line obeying marshal's instructions, and being prepared to stop should the track be blocked.</p>
	<p>Slippery surface ahead</p>
	<p>Immediately slow down and form up behind the leader, no overtaking. Continue at a reduced pace, with no overtaking until a green flag is shown at the start finish line. The race leading kart must slow down to a steady pace (as on a rolling start lap).</p>

Flag signals may be displayed on a digital display at the start line.