

Total Karting Zero

2022 Local Championship Sporting Regulations

Updated 10.05.2022

1. **Sporting Regulations General**

1.1. *TITLE*

Total Karting Zero 2022 Northern Championship and Total Karting Zero 2022 Southern Championship.

1.2. *CLASSES*

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

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. Coordinator: Christian Tanner

1.4.2. Championship Race Director: As per Joining Instructions.

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 times. 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, 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.

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. Competitors competing in both championships, Northern and Southern, will only be allocated championship points accrued in that particular event. E.g. Northern championship points will only count towards the Northern championship not towards the Southern championship

1.5.6. Drivers will be allocated to a kart by way of a random draw by a minimum of 2 TKZ personnel. Kart allocations cannot be changed on request.

1.6. Age Guidelines and Class Weights

Class	Age range	Class Min Weight Kg
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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
E-Junior 1	Year of 12 th to year of 16 th (Not turned 17)	165
E-Junior 2	Year of 12 th to year of 16 th (Not turned 17)	165

- 1.6.1. Drivers over the stated ages, who do not meet the minimum height required to operate the next available class, may be permitted to remain in the current class on a case by case, provided they are assessed by TKZ staff to safely fit inside the kart.
- 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 license 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 may be changed at the discretion of the Race Director at any point during the series.

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:

Northern Championship

Date	Venue
7 th - 8 th May 2022	Rd 1 - Hooton Park
18 th - 19 th June 2022	Rd 2 - Rowrah

2 nd - 3 rd July 2022	Rd 3 - Hooton Park
13 th - 14 th August 2022	Rd 4 - Larkhall
24 th - 25 th September 2022	Rd 5 - Warden Law
8 th - 9 th October 2022	Rd 6 - Fulbeck

Southern Championship

Date	Venue
21 st - 22 nd May 2022	Rd 1 - Lydd
25 th - 26 th June 2022	Rd 2 - Ellough Park
16 th - 17 th July 2022	Rd 3 - Mansell Raceway
6 th - 7 th August 2022	Rd 4 - Clay Pigeon Raceway
10 th - 11 th September 2022	Rd 5 - Thruxton
1 st - 2 nd October 2022	Rd 6 - Mansell Raceway

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, for Rounds 1 to 6, as follows:

Position	Heat and Final
1 st	33
2 nd	30
3 rd	28
4 th	27
5 th ; onwards	-1 thereafter

Points will be awarded to competitors listed as classified finishers in the heats and finals, for Round 6, as follows:

Position	Heat and Final
1 st	66
2 nd	60
3 rd	56
4 th	54
5 th ; onwards	-2 thereafter

- 1.8.2. In the case that grid sizes do not reach the maximum in each class (12 in Bambino, 15 in Cadet, 10 in Junior) then the last position will be awarded points according to the series described above up to the actual grid size. Grids will be split as evenly as possible, given the number of entrants.
- 1.8.3. Drivers in Group 2 will be scored consecutively from the last position in Group 1. E.g. where each group has 10 drivers, the 10th driver in group 1 will score points for 10th position, the 1st driver in group 2 will score points for 11th position, the 2nd driver in group 2 will score points for 12th position and so on.
- 1.8.4. 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
- 1.8.5. Points accrued in the South Championship will only count towards the South Championship and points accrued in the North Championship will only count towards the North Championship. Points cannot be carried between the two Championships.
- 1.8.6. 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.
- 1.8.7. 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.
- 1.8.8. Any driver who is disqualified from a race will score 0 points in that race.
- 1.8.9. Any driver who is disqualified from the event will score 0 points for that round.

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

Drivers who have competed in all 6 rounds will drop their lowest round, this will include any fastest lap points accrued in that round

1.8.11. 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.

1.8.12. 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 [1.9.8.A](#) any points accrued from heats or finals will be scored providing that equal heats for each group class has been run e.g cadet Group 1 and Cadet Group 2 both completed both of their heats.

B. If a meeting is stopped as per [1.9.8.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 groups for race day and 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 in their respective groups.

- 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, points will be awarded for the meeting. ([See 1.8.11](#))
 - B. If a meeting is stopped after completion of Final the results of that class will be declared as per [1.8.11.A](#)
- 1.9.9. The last round for each championship will be awarded double points (table 1.8.1.) for heats, final and fastest lap. E.g. For a 1st place in a Heat the driver will be allocated 40 points and a 1st place in the Final will be allocated 80 points.
- 1.9.10. If a driver is disqualified from any round, the disqualified round may NOT be used as a dropped round.
- 1.9.11. No Refunds for entries are given for any reason.
- 1.9.12. 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. Trophies are awarded for the top three finishers in the Finals.
- 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.
- 1.10.4. The highest scoring drivers in each class, in each championship will qualify through to the National Championship event. A maximum of 12 Bambinos, 15 Cadet and 10 Juniors will qualify from each of the two Championships.

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 [1.10.3](#). 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 affect 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 £440 for Bambino, £460 for Cadet and £480 for Junior 2-day events. All entries must be made with TKZ sales team.
- 2.1.6. The registration fee is £125 and is due only once per championship, on the first round you do in the championship.
- 2.1.7. No Refunds for entries are given for any reason.
- 2.1.8. 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.
- 2.1.9. TKZ has the right to refuse anybody from entry to the event.

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. The dummy grid for all sessions is only open to TKZ staff and drivers.
- 2.2.3. Entry to Parc Ferme will be only allowed to officials and drivers of the class. Any other person must have permission from a member of TKZ staff.
- 2.2.4. Approximately 10 minutes prior to a timed qualifying/heat/race start the Pre-Race assembly area will open.

- 2.2.5. No adjustments may be made to karts, other than for driver comfort, and only then with permission and under supervision from TKZ official from TKZ.
- 2.2.6. 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.
- 2.2.7. 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 grid positions for the first heat will be decided by the timed qualifying results, see [2.3.11](#).
- 2.3.2. Timed qualifying ("TQ") will take place for all classes and will be 5-minutes in duration.
- 2.3.3. 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.
- 2.3.4. Crossing the start line for the first time will constitute the start of your first lap.
- 2.3.5. 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.
- 2.3.6. On leaving the circuit from the timed qualifying session, all drivers MUST report to parc ferme and wait until a TKZ official gives them permission to leave. Weighing of drivers and karts may be required. Any driver leaving this area without permission may be disqualified from TQ.
- 2.3.7. 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.
- 2.3.8. 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, or in TQ their fastest lap(s) removed Lap times may be taken into consideration.
- 2.3.9. Grid positions for the Final will be decided on heat position points.

- 2.3.10. Each driver will be randomly allocated a kart and group for practice and TQ by two TKZ officials. TQ will set the groups for Heats and Final, as well as the grid for Heat 1. 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.
- 2.3.11. Group sizes for Heats and Final will be split 50/50 based on TQ, where allowing and dependent on class entry. E.g., if 20 drivers enter, the groups will have 10 in each group, fastest lap will be pole in Group 1 and working down to 10 and the 11th fastest lap will be in pole position in Group 2. Drivers will stay in the groups set by TQ for all Heats and Final.
- 2.3.12. Championship points will be awarded from Heat and Final points, from pole to last place, as per points table (1.8.1.) and fastest lap points per class from the final race only.

2.4. RACES

- 2.4.1. There will be 2 heats and 1 final, duration as published event schedule. Session duration may be changed at the Race Director's discretion and will be notified to drivers accordingly.

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.
- 2.5.4. Starts will be conducted via the gantry start lights. Generally, the red lights will come on, and when extinguished, the race starts. Any alterations will be advised in the Driver's Briefing. In case of no lights a designated flag will be used. It will be raised above the starters head and when lowered the race will begin.

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 pit lane unless otherwise indicated by an official, and stop. Drivers involved in the red flag incident may only re-start if the Race Director 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. Any driver who was stopped prior to the red flag may re join at the back of the grid with the race directors permission.
- 2.6.3. Where a race has been red flagged and re started, the grid positions for the race start will be the lap prior to the red red flag. Any drop nose cones will be recorded and re set and the penalty applied after the finish of the race.
- 2.6.4. If the race is over 75% distant the race director may call the race as a race finish and points awarded accordingly the lap before the red flag was given.
- 2.6.5. 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 and supervision of TKZ. This includes tyre pressures.
- 2.7.3. After timed qualifying all drivers must ~~go to~~ stay in the Parc Ferme area until permission from an official to leave.
- 2.7.4. The minimum penalty for any driver or kart leaving this area without permission will be disqualification 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 TKZ official. Failure to comply could result in judicial action being taken against the driver.

3. TECHNICAL REGULATIONS

- 3.1. Regulations such as bodywork, bumpers, wheels, chain guards etc the regulations mirror those from Motorsport UK.
- 3.2. The Race Director's interpretation of these regulations is final and cannot be queried or appealed.
- 3.3. Chassis setup is standard for all competitors, and may not be adjusted other than by TKZ staff.
- 3.4. E-Powertrain systems, including battery state of charge is managed by TKZ.
- 3.5. 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 a like for like or new. Tyre condition will be monitored by TKZ, and all karts will receive new tyres when required, this being applied to all karts.
- 3.6. E-Cadet uses Dunlop SL3 Slick tyres and KT3 wet tyres. TKZ will decide upon tyre specification based on conditions. Tyre set is allocated to kart. In the event of a puncture, the punctured tyre only will be replaced with a like for like or 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-Junior TBC
- 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 may be checked during the meeting.
- 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.
 - FIA 8860-2010
 - FIA 8859-2015
 - 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 - 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

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.
- 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 5.4.

5.2.2. The Race Director's decision is final.

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

5.2.4. 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.

5.2.5. 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 with respect Code of Conduct published from time to time.

5.2.6. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions and/or 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 Race Director. Any such decision cannot be appealed. Any damage to karts may result in additional charges being levied, as covered in the damage matrix below and within TKZ terms and conditions.

5.3.2. All damage related to your assigned kart is subject to the charges as defined below:

Damage Matrix

Physical damage to bodywork:

Front bumper, incl mounts	£102
Rear bumper, incl mounts	£132
Kart Jig Service	£54
Side pods, incl mounts (per side pod)	£78

Nassau panel, including mounts	£30
Stub axle (per side)	£84
Track rod and track rod ends (per side)	£30
Steering column	£54
Wheel rim (individual)	£42
Tyre (individual)	£36
Rear axle	£90
Seat	£90
Chassis - Bambino	£606
Chassis - Cadet	£770.50
Chassis - Junior	£1,262

All prices inclusive of VAT.

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






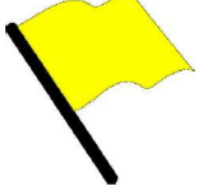
INFRINGEMENT / DESCRIPTION	PENALTY
Gaining an Unfair Advantage	3 places or 1 lap penalty
Driving in a manner deemed incompatible with general safety	Up to 5 places or Race Disqualification
Driving in a manner deemed incompatible with general safety - Aggravated Contact	Race Disqualification or Round disqualification & 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 license 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 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. After passing the chequered flag, return slowly, without overtaking, and in single file to the pits.</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 driving standard warning, to the driver that his behaviour is unsporting 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 the pit lane obeying marshal's instructions and being prepared to stop should the track be blocked, or as directed otherwise.</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, or via circuit warning lights.