

Total Karting Zero

Rules and Sporting Regulations

Issued: 29.11.2022

These Regulations cover Total Karting Zero (TKZ) Championships and Race Meetings whether part of a Championship or as a stand-alone event.

These Regulations are subject to change at any time at the sole discretion of Total Karting Zero (TKZ). Any changes are effective immediately unless otherwise stated and will be communicated to the relevant Championship registered drivers in a timely manner.

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1. JURISDICTION AND GENERAL MATTERS

- 1.1. The Total Karting Zero (TKZ) Championships and Race Meetings are organised and administered by Total Karting Zero hereinafter referred to as TKZ in accordance with these regulations.
- 1.2. It is the responsibility of the competitors and their parent(s)/legal guardian(s) to ensure they have received and thoroughly read the TKZ Terms and Conditions, TKZ Rules and Sporting Regulations, Final Instructions and any TKZ Supplementary Regulations for a Race Meeting together with any other relevant publications.
- 1.3. Drivers under the age of 18 must be accompanied at events by a parent or legal guardian who must sign on the Indemnity Form provided by TKZ on behalf of that competitor. That parent or legal guardian must remain at the venue throughout the whole duration of the event without exception.
- 1.4. All competitors and their parent(s)/legal guardian(s) must carefully read and understand the wording on the Indemnity Form.
- 1.5. By signing the Indemnity Form, the parent/legal guardian is indicating beyond any doubt that they and the competitor for whom they are responsible accept the risks involved in participation of the TKZ events. Furthermore, their signature on the Indemnity Form indicates beyond any doubt that they have explained these risks and undertakings to anyone involved with the competitor's participation. By signing on the Indemnity the parent/legal guardian is agreeing to use of images and media of the driver on various platforms.
- 1.6. TKZ strongly advises all participants to take out Personal Accident insurance.
- 1.7. No expressed or implied warranty of safety shall result from publication of, or compliance with these Rules and Regulations, and are in no way a guarantee of warranty against death or injury to participants, parents, legal guardians, spectators, or others. By entering the Championship(s) and signing on at event(s), the participants and their parents or legal guardians recognise that kart racing as a form of motor racing may be dangerous.
- 1.8. If the legal guardian or parent of the driver is not present, then a signed letter from the parent/legal guardian assigning responsibility to another person is acceptable. The assigned person must be aged over 18 and must produce a suitable proof of photographic based identity (such as a driving licence) at Signing On.

2. TKZ CHAMPIONSHIP REGISTRATIONS

- 2.1. In order to compete in TKZ Championship events, drivers must be registered for the relevant Championship.
- 2.2. In order to be registered for a TKZ Championship and participate in TKZ Championship events, any registration fee must be paid in full, unless other arrangements are authorised by TKZ management.
- 2.3. Competitors competing in multiple TKZ Championships must register for each Championship and pay the relevant Championship Registration fee in full, unless other arrangements are authorised by TKZ management.
- 2.4. Once paid, Championship Registration fees are non-refundable in any circumstances.
- 2.5. TKZ reserve the right to refuse a Championship Registration application for any reason as they see fit.
- 2.6. The TKZ Championship Registration fee will be available for payment on the TKZ website when bookings open.
- 2.7. Championship dates will be announced on the TKZ website prior to the first Championship event. However, where dates and venues are still unconfirmed, this will be made clear on the website.
- 2.8. While TKZ will make every effort to confirm and publish event dates in a reasonable timeframe, there may be instances where dates and venues need to change.
- 2.9. In the event of a published date, venue or timings being changed, TKZ cannot be held liable for any costs or losses incurred by entrants relating to their entry.
- 2.10. If any TKZ Championship Round is cancelled for any reason, TKZ cannot be held liable for any costs or losses incurred by entrants relating to their entry.

3. 2022/2023 TKZ WINTER CHAMPIONSHIP CALENDAR

The TKZ 2022/2023 Winter Championship will be contested over 5 Rounds as shown below, each Round consisting of practice, one timed qualifying session, one heat and one final.

Round	Date	Venue
Round 1	Saturday 3 December 2022	Whilton Mill
Round 2	Saturday 14 January 2023	Rye House
Round 3	Saturday 4 February 2023	Whilton Mill
Round 4	Saturday 4 March 2023	Clay Pigeon
Round 5	Saturday 18 March 2023	Rowrah

4. EVENT ENTRIES

- 4.1. The entry fee will be available for payment on the TKZ website when bookings open.
- 4.2. There are a finite number of places available in each Class at each race meeting.
- 4.3. Entry for each event is on a first come, first served basis. Entries are confirmed only when accompanied with full payment.
- 4.4. Entries should be made via the entry system as advised by the TKZ sales team at the time.
- 4.5. The closing date for entries will be 11pm on the Sunday prior to the event. Entries must be accompanied with full payment by this date.
- 4.6. If all available event places are taken, reserve drivers will be listed in the order that their entry applications are received.
- 4.7. Reserve drivers will not be charged an entry fee unless a place becomes available.
- 4.8. Any reserve drivers who are subsequently offered a place will need to pay the entry fee in order to secure the place. Failure to pay the entry fee will result in the place being offered to the next reserve driver in the list.
- 4.9. TKZ reserve the right to refuse an entry application from a driver who owes any money to TKZ or other companies associated with TKZ.
- 4.10. TKZ reserve the right to refuse an entry application for any reason as they see fit.
- 4.11. A driver's entry will be publicly viewable before, during and after the event, and in the Championship table.

5. CANCELLATIONS OF ENTRY

- 5.1. The following terms are applicable to entries and non-negotiable.
- 5.2. Notifications of cancellation will only be accepted by email to info@totalkartingmotorsport.com
- 5.3. Full refunds or the option to transfer an entry and the full entry fee will be offered no later than 4pm on the Sunday two weeks prior to each event.
- 5.4. Cancellations received after this date but before 4pm on the Sunday prior to the event will be offered a 50% refund or 50% transfer to a future event within 6 months.
- 5.5. Cancellations received after 4pm on the Sunday prior to the event will not be eligible for any refund or transfer.
- 5.6. Drivers who fail to attend an event will not be eligible for any refund or transfer.

6. CHAMPIONSHIP CLASSES

The 2022/2023 TKZ Winter Championship will be for the following classes:

Class	Age range	Minimum driver weight (KG)
Bambino	Year of 6 th birthday to year of 8th birthday (not turned 9)	19
Cadet	Year of 8th birthday to year of 12th birthday (Not turned 13)	23
Junior Light	Year of 12th birthday to year of 16th birthday (Not turned 17)	37
Junior	Year of 12th birthday to year of 16th birthday (Not turned 17)	50

- 6.1. Class weight is regarded as the driver complete with all race wear and PPE as used in the race or session to include, but not limited to; race suit, helmet, boots, and gloves, all of which should be in the issued condition.
- 6.2. If any driver moves from one class to another during the season, their points are not transferable to the new class.
- 6.3. The carrying of ballast on the driver’s person is prohibited.
- 6.4. Drivers who do not meet the requirements for their class may be permitted to enter in another class provided they are assessed by TKZ staff for safety.
- 6.5. Where possible, Junior and Junior Light drivers will be split into separate groups. However, if numbers do not allow for this, Junior-Light and Junior drivers will run together in a mixed grid and then upon qualifying, drivers will be split into groups by their fastest lap, irrespective of weight class.

7. 2022/2023 TKZ WINTER CHAMPIONSHIP SCORING

- 7.1. A driver must be registered for the Championship event in order to accrue Championship points.
- 7.2. In the TKZ 2022/2023 Winter Championships, each driver’s best 4 results from the 5 available Rounds will count towards their Championship points.
- 7.3. All Drivers for each participating group will have the opportunity to participate in one practice session, one qualifying session, one Heat and one Final. Championship points will be awarded from a drivers’ finishing position in the Heat and Final. Points will be awarded as follows:

HEATS	
Finishing Position	Championship Points

1st	33 points
2nd	30 points
3rd	28 points
4th	27 points
5 th onwards	-1 thereafter

FINAL	
Finishing Position	Championship Points
1st	53 points
2nd	50 points
3rd	48 points
4th	47 points
5 th onwards	-1 thereafter

- 7.4. Drivers in Group 2 will be scored consecutively from the last position in Group 1. For instance, 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.
- 7.5. 5 additional points will be awarded to the driver who attains the fastest lap time set during the Final for each class.
- 7.6. The total championship points will therefore be the summation of the points accrued in both races (Heat and Final) and in addition any points awarded for the fastest lap.
- 7.7. If the driver who has set the fastest time in the Final is then disqualified from the Final or the Event, the 5 points for fastest lap will go to the driver with the next fastest lap time in the Final.
- 7.8. The finishing positions for any driver who fails 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. 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.
- 7.9. 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.

- 7.10. Any driver who is disqualified from a race will score zero points in that race.
- 7.11. Any driver who is disqualified from the Race Meeting will score zero points for that Round.
- 7.12. The final Championship positions will be determined from the driver's total accrued points from each Round. The driver's best 4 Rounds of a possible 5 will count towards the final Championship classification. Drivers who have competed in all 5 Rounds will drop their lowest Round, this will include any fastest lap points accrued in that Round.
- 7.13. If a driver is disqualified from any Round, the disqualified Round may NOT be used as a dropped round.
- 7.14. Should a result for any position be tied from the total of the highest 4 Championship Round scores, the result will be decided by the number of 1st places attained in 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.
- 7.15. In the case of the races in a Class not being completed for any reason the following will apply:
- 7.16. If a meeting is stopped, any points accrued from the Heat or Final will be scored providing that both groups in the given Class (where 2 groups are running) have run an equal number of Heats or Finals. For instance, Cadet Group 1 and Cadet Group 2 both completed both of their Heats.
- 7.17. If a meeting is stopped without both groups in the given Class (where 2 groups are running) having run an equal number of Heats or Finals, then drivers will be awarded points as per their previous session's finishing positions, with weighting as per the scoring system for Heats and Finals.

8. SCORING FOR INDIVIDUAL RACE MEETINGS

- 8.1. No points will be awarded to competitors for Timed Qualifying. The results of the Timed Qualifying will be used to establish the groups for the Heat and Final, in addition to setting the grid positions for the Heat, with the fastest time on pole position and so on.
- 8.2. 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 take the grid position in front of the other driver.
- 8.3. Grid positions for the Final will be calculated from each driver's finishing position in their Heat.

9. AWARDS

- 9.1. Trophies will be awarded to the top three finishers in the Finals of each Race Meeting.
- 9.2. The winner of the TKZ 2022/2023 Winter Championship will receive a Championship trophy.
- 9.3. All Race Meeting awards will be presented at the venue 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 next Meeting following publication of the final results.
- 9.4. Results will remain provisional until TKZ officials have confirmed them as the Final Results.
- 9.5. Competitors are obliged to collect their awards personally.
- 9.6. In the event of any provisional result or Championship tables being revised after any provisional presentation, and if 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 of request.

10. FINAL INSTRUCTIONS AND SUPPLEMENTARY REGULATIONS

- 10.1. The Final Instructions will be emailed to the drivers entered into each Race Meeting in the week prior to the event. These will include details such as, but not limited to:
 - 10.2. Venue location
 - 10.3. Camping opportunities where applicable
 - 10.4. Event format
 - 10.5. Provisional timings
 - 10.6. Any Supplementary Regulations

11. RACEWEAR

- 11.1. 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 and in date where applicable. These will be inspected at pre-race scrutineering. Drivers failing to comply will be black-flagged.
- 11.2. All drivers must use a clear, yellow or orange visor in dusk and dark conditions when floodlights are on. Smoked and Iridium visors are not permitted in dusk and dark conditions when floodlights are on.
- 11.3. Helmets must be full face and 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

- 11.4. Competitors should note that the expiry dates of crash helmets may be observed.
- 11.5. Race suits must have CIK homologation and be either Level 1 or Level 2 marked on the collar and be in date.
- 11.6. The correct specification race suits and helmets can be purchased through TKZ on our [website here](#)
- 11.7. While not mandatory, the use of a suitable neck brace is strongly encouraged.
- 11.8. It is mandatory for any driver with hair length exceeding the top of their neck to tie their hair up securely with a hairband and wear a balaclava to hold it firm within the helmet.
- 11.9. The wearing of a headscarf under a crash helmet while on track is strictly forbidden.

12. TECHNICAL REGULATIONS

- 12.1. Drivers will be allocated to a kart by way of a random automated draw. Kart allocations cannot be changed on request.
- 12.2. No adjustments may be made to karts unless approved and implemented by TKZ.
- 12.3. TKZ regulations covering the fitment of bodywork, bumpers, wheels, chain guards etc mirror those from Motorsport UK.
- 12.4. Chassis setup is standard for all competitors and may not be adjusted other than by TKZ staff.
- 12.5. Whilst TKZ try to ensure that all karts are as equal as possible, the kart chassis are hand built and it is therefore inevitable that each kart will be slightly different. Drivers should therefore

explore the handling capabilities of their kart during the first lap of each of their sessions on track.

12.6.E-Powertrain systems, including battery state of charge is managed by TKZ.

12.7.Each Class will use the following tyres:

12.8.E-Bambinos use Le Conte all weather tyres in all weather conditions

12.9.E-Cadets use Dunlop SL3 slick tyres in all weather conditions

12.10. E-Juniors use Mojo D2 slick tyres in all weather conditions

12.11. A tyre set is allocated to each kart prior to the meeting. 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.

12.12. Tyre pressures are set and controlled by TKZ.

12.13. Ballast will be fitted to karts to achieve minimum Class weight limit by TKZ based on driver weight supplied at point of morning Weigh In. A driver’s weight may be checked at any point during the Race Meeting.

12.14. All karts will be fitted with a transponder by TKZ.

12.15. 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. When fitted, this will not be used in judicial procedures.

13. KART DAMAGE FINANCIAL CHARGES

13.1. Drivers should look after their allocated kart as if it is their own.

13.2.TKZ will charge the driver for any damage to the kart that they have been allocated while it is under their control.

13.3.The responsibility for the damage to the driver’s allocated kart and subsequent financial liability of the same to TKZ remains entirely with the driver (and his /her family or legal guardian) irrespective of the cause of the damage while the kart was under control of the driver.

13.4. All damage related to a driver’s assigned kart is subject to the charges as defined in the damage matrix supplied below:

ITEM	COST
Front bumper, incl mounts	£102
Rear bumper, incl mounts	£132

Kart Jig Service	£54
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

13.5. This list is not exhaustive and there may be charges for items not listed above.

13.6. All prices inclusive of VAT.

13.7. Where a kart is damaged beyond further use by a driver while it is under their control, TKZ have no liability to provide a replacement kart or a refund to the responsible driver.

13.8. If a spare kart is not available for the competitor sharing the damaged kart, the driver who was in control of the kart during the accident that damages the kart beyond further use will be liable for the costs associated with any refunds which may result.

13.9. These are mandatory financial penalties and decisions are at the sole discretion of the Event Manager. Any such decision cannot be appealed.

14. EVENT FORMAT

14.1. The event format, schedule and provisional timings will be published within the Final Instructions.

14.2. Due to the nature of race events, there may be occasions prior to, or during, the event when the format, schedule and timings need to be altered. Any alterations to the format, schedule or timings will be communicated to the drivers by the TKZ team.

14.3. However, during the event it is the driver’s responsibility to remain aware of the progression of the schedule and make sure they attend the pitlane in good time to take part in their on-track activity. If a driver misses their session, TKZ are not liable for any loss of track time.

- 14.4. In the event of alterations to the format, schedule and timings on an event, TKZ cannot be held liable for any costs or losses incurred by entrants relating to their entry or personal arrangements.

15. SIGNING ON

- 15.1. All necessary documentation must be presented for checking at Signing On at all Rounds including parent/guardian identity. Driver details will be held on the TKZ Database and will be subject to the provisions of the Data Protection Act 2018, and as per the TKZ Privacy Policy.
- 15.2. Failure of any driver and or parent/legal guardian to Sign on will result in the driver not being permitted to participate in any part of the event. For clarity, there are no exceptions to this rule.
- 15.3. Proof of age must be produced on request at signing on, for example a birth certificate.
- 15.4. Any driver believed to be under the influence of drugs or alcohol will not be permitted to participate in any part of the event and by Signing on thereby agree to any tests being implemented.

16. DRIVER AND PARENT/LEGAL GUARDIAN BRIEFING

- 16.1. There will be a Drivers Briefing at the start of the Race Meeting, the location of which will be shared in the Supplementary Regulations prior to each event.
- 16.2. The Drivers Briefing will be conducted by the Event Manager. On occasion, additional information will be provided by the Race Director and/or the Clerk of the Course.
- 16.3. Attendance of the Drivers Briefing by both the driver and parent/legal guardian is mandatory.
- 16.4. Any driver or relevant parent/legal guardian failing to attend the Drivers Briefing will result in the driver not being permitted to participate in any part of the Race Meeting.

17. KART ALLOCATION

- 17.1. Drivers will be allocated to a kart by way of a random automated draw. Kart allocations cannot be changed on request. The kart allocation may change after the Timed Qualifying, and where they do change it will be by way of a random automated draw.
- 17.2. Drivers may not choose their own karts.
- 17.3. Scrutineering of the karts is the responsibility of TKZ staff.
- 17.4. Competitors are not permitted to make any changes to the karts. This includes tyre pressures.

17.5. Prior to each session on track, drivers should check that they are satisfied with the operation of the pedals and steering system of the kart. If the driver is not satisfied, they must consult with TKZ staff to rectify any issue before entering the circuit.

18. SEAT FITTING

18.1. Drivers must attend the Seat Fitting session at their allotted time as per the Schedule. The seat fitting process is to ensure safety of all competitors.

18.2. Drivers must inform TKZ staff of any required changes during the allocated seat fit session. Please note that changes to the seat fit cannot be accommodated later in the event.

19. PRACTICE

19.1. It is the drivers' responsibility to present themselves to the pitlane in good time and wearing all applicable PPE in order to take part in their Practice session.

19.2. Drivers will get into their allocated kart as directed by the TKZ staff. To get into the kart, drivers must stand in the seat and drop down into position. To avoid damage, at no point should drivers stand on any other part of the kart. On exiting the kart, drivers should use the reverse of this process, at no point standing on any other part of the kart.

19.3. The Practice session duration will be advised by the Event Manager in the pitlane prior to entry on to the circuit.

19.4. Drivers should use the Practice session to familiarise themselves with the circuit layout and conditions.

19.5. Drivers who commit any offences during the Practice session will be subject to the penalties as defined in these Regulations. Any drivers who commit any offences as detailed in section 25 may be subjected to a Black Flag and held in the pitlane for the remainder of Practice.

19.6. On exiting the circuit from the Practice session, all drivers must report to Parc Ferme and wait until a TKZ official gives them permission to leave. Weighing of drivers and inspection of karts may be required.

20. TIMED QUALIFYING (TQ)

20.1. Timed qualifying (TQ) will take place for all classes, the duration of which will be advised by the Event Manager in the pitlane prior to entry on to the circuit.

- 20.2. It is the drivers' responsibility to present themselves to the pitlane in good time and wearing all applicable PPE in order to take part in their Qualifying session.
- 20.3. All drivers in the TQ session must start their timed laps from the session start and may do as many laps as they wish in the allotted period. All laps during the TQ session will be timed.
- 20.4. Crossing the start line for the first time will constitute the start of the driver's first lap.
- 20.5. On exiting the circuit from the TQ session, all drivers must report to Parc Ferme and wait until a TKZ official gives them permission to leave. Weighing of drivers and inspection of karts may be required. Any driver leaving this area without permission may be disqualified from TQ.
- 20.6. If a driver fails to set a qualifying time in TQ, they will be allocated last place on the grid for their Heat.
- 20.7. Drivers who commit any offences during the TQ session will be subject to the penalties as defined in these Regulations under section 25.4
- 20.8. The grid positions for the Heat will be decided on the results of the TQ session, with the fastest driver taking pole position, the second fastest driver being awarded 2nd on the grid, and so on. In case of a tie, the second quickest lap will be taken to resolve the tie and then the third lap etc.
- 20.9. TQ will set the groups for the Heat and Final.
- 20.10. Group sizes for the Heat and Final will be split as evenly as possible given the number of entrants based on TQ. For instance, if 20 drivers enter, the groups will have 10 drivers in each group, with fastest lap taking pole position in Group 1, working down to 10th position. Then 11th fastest lap will be in pole position in Group 2.
- 20.11. Drivers will stay in the groups set by TQ for the Heat and Final.
- 20.12. Where an even 50/50 split cannot be achieved, the largest number of drivers will be placed in group 1.
- 20.13. If weather conditions are deemed by TKZ to have significantly changed between TQ sessions of the same Class, then the fastest lap time from each groups will qualify on pole and 2nd on the grid for the Heat, the 2nd fastest time will qualify 3rd and 4th, and so on.

21. RACE PROCEEDURE

- 21.1. Each driver will compete in one Heat and one Final.
- 21.2. Finishing positions from each driver's Heat will determine their grid position for their Final, following any penalties having been applied.

- 21.3. The anticipated duration of the Heat and the Final will be published in the Final Instructions. However, the duration may be changed at the discretion of the Event Manager or Race Director and this change will be notified to drivers before the session starts.
- 21.4. Drivers will be reminded of their grid position before they leave the pitlane.
- 21.5. Where possible, drivers will have one formation lap and then form up on the grid.
- 21.6. Weaving to promote tyre warming on a formation lap is prohibited.
- 21.7. Grid formation will be 2 by 2 and the starting procedure will take the form of a standing start.
- 21.8. TKZ officials are not at liberty to delay the race start for drivers who have spun out on the formation lap.
- 21.9. It is each driver's responsibility to start in the correct grid position. Competitors may signal to the Start Marshal if other drivers are preventing them from getting into their correct grid position.
- 21.10. Drivers who fail to take their correct position on the grid when instructed will start from the last row of the grid.
- 21.11. Race starts will usually be conducted via the gantry start lights. Generally, the red lights will come on and when extinguished the race starts. Any amendments to this process will be advised in the Drivers' Briefing.
- 21.12. If there are no start lights in operation a designated flag will be used. The flag will be raised above the Starter's head. Lowering of the flag designates the race start.
- 21.13. A Penalty will be issued to any driver who makes a jump start or false start. The Clerk of the Course's decision in this matter is final.
- 21.14. To be classified as a finisher, the kart must cross the start line at the start of the race under their own power.
- 21.15. After the race, drivers who feel that their kart has developed a problem must return it to the designated area within the pitlane and report the fault to a member of TKZ staff before leaving the pitlane. If a kart is placed back in line for the next race, then it is deemed fit for use in the next race.
- 21.16. During the Heat and Final, drivers suffering a complete and permanent power unit failure that is not associated with any incident will receive points for their position on the timing system on the lap prior to the failure. If the failure occurs on the first lap, then the driver's starting position will be used to determine the number of points scored. No points will be awarded until the cause of the problem is verified by a member of TKZ staff.
- 21.17. Any damage or other mechanical failure will be regarded as force majeure and points will be awarded based on the driver's finishing position. Non-finishers will be awarded points for finishing last. If more than one driver fails to finish, then points will be awarded based on

the number of laps completed (i.e. the driver completing fewest laps will be awarded points for last, etc.). If two drivers retire on the same lap, the points will be awarded based on the relative positions at the end of the lap prior to their retirements.

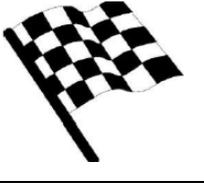
22. RED FLAG PROCEDURES DURING A RACE

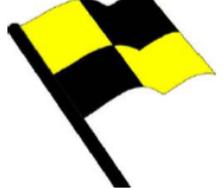
- 22.1. In the event of a Red Flag, all drivers must slow to walking pace and stop as directed by the marshals.
- 22.2. The result will be declared as the order of finishing on the last full lap completed by all karts proceeding under their own power when the red flag was displayed, followed in classification by non-running karts on a roll back of laps basis and order of stopping.
- 22.3. If the result covers less than three quarters of the original full race distance and if there is enough time within the schedule, the race will be restarted.
- 22.4. Restarts will be in grid formation from a standing start with the starting order determined by the result of the first part of the race prior to the red flag.
- 22.5. The final race result will be taken from the result of the restarted race only, the first part of the race being used purely to determine the starting order for the restart.
- 22.6. If the result covers more than three quarters of the original full race distance, or there is not enough time within the schedule to accommodate a restart, then the result will be declared final.
- 22.7. If the race is restarted, the race time or number of laps will be determined by TKZ officials.
- 22.8. No driver may change their kart during a Red Flag stoppage.
- 22.9. Any driver whose kart is damaged in the incident that caused the Red Flag and the driver or kart is deemed unfit to continue will not be allowed to take part in the restart of the race.
- 22.10. Drivers involved in the incident that causes the Red Flag incident may only re-start if the Race Director gives permission, and then only from the back of the grid. This will only be applicable if there is enough time in the schedule to accommodate this.
- 22.11. No work may be carried out on any kart during a Red Flag stoppage.
- 22.12. No replacement karts will be given to any driver during a Red Flag stoppage under any circumstances.
- 22.13. Any penalty received in any part of the race will be applied to the final result.
- 22.14. Any drop nose cones will be recorded and re set and the penalty applied after the finish of the race. Drivers are not allowed to reset their own nose cones.

23. FLAG SIGNALS

23.1. Competitors must understand the full meaning of all flag signals before the event and obey them at all times. The flags are listed below.

23.2. Flag signals may be displayed on a digital display at the start line, or via circuit warning lights.

Flag	Message
	Race start when the flag is dropped.
	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.
	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.
	End of Race, Timed Qualifying or Practice. After passing the chequered flag, return slowly without overtaking and in single file to the pits.
	False start. Continue in a formation lap and reform on the grid.
	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>Shown with competitor's number.</p> <p>A driving standard warning, to the driver that their behaviour is unsporting and that they may be black-flagged on further reports.</p>
	<p>Shown with competitor's number.</p> <p>Notification of apparent mechanical failure or of a fire which might not be obvious to the driver. The kart concerned must return to the pits for repairs no later than the next lap.</p>
	<p>Shown with competitor's number.</p> <p>The driver must return to the pits within one lap of receiving the signal and report to the Clerk of the Course. A penalty of disqualification may be enforced.</p>
	<p>Immediately cease driving at racing speed and stop in a safe manner, obeying marshal's instructions and being prepared to proceed to the pitlane if instructed.</p>
	<p>Slippery surface ahead.</p>
	<p>Known as the Quarter Flag.</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>

24. GENERAL CONDUCT

- 24.1. 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.
- 24.2. TKZ reserves the right to issue an official verbal warning to any competitor where deemed appropriate. Further misconduct by the competitor may result in their exclusion from the event, their next race or the whole Championship at the discretion of TKZ officials.

- 24.3. Competitors are responsible for the behaviour of their supporters, family and friends. Competitors are reminded that any use of foul language or threatening behaviour, either towards TKZ staff or other competitors, may result in exclusion from the event without any refund due. Furthermore, they may be asked to leave the venue without return. TKZ will consider in its entire discretion whether that person or any person connected with the affected entry may attend any future event.
- 24.4. TKZ reserves the right to apply any penalty or ban as they see fit for any offences or actions that are not within the spirit of the Championship.

25. PENALTIES AND JUDICIAL PROCEDURES

- 25.1. The Clerk of the Course is regarded as a judge of fact and will endeavour to make timely decisions. However, there may occasionally be delays where consultation is required.
- 25.2. The Clerk of the Course's interpretation of these Regulations is final and cannot be queried or appealed.
- 25.3. The Clerk of the Course may request the attendance of one or more competitors to a judicial consultation. Following representations from competitors, the Clerk of the Course's decision is final and may not be appealed.
- 25.4. Any issues or disputes should be directed to the Clerk of the Course, not the TKZ Event Manager.
- 25.5. Whilst the Clerk of the Course will endeavour to listen to drivers' perspectives at an appropriate time, their decision is final and there is no right to appeal any decisions and subsequent penalties.
- 25.6. The Clerk of the Course and their deputies and observers are judges of fact.
- 25.7. The Timekeeper is regarded as a judge of fact for, but not limited to:
- 25.8. Compliance with flags
- 25.9. Race starts
- 25.10. Number of laps completed
- 25.11. Race order across the finishing line
- 25.12. If the driver is able to re-join the track under their own power, they must only do so when it is clear and safe to do so. Any driver re-joining the track and causing a further incident will be heavily penalised (see Matrix below).
- 25.13. If a driver requires assistance on track, they must stay inside their kart and raise their hand for assistance from an official. Drivers should not get out of their kart unless instructed to do so by an official.

25.14. Drivers who spin out and subsequently come to a halt off circuit on either grass or a high kerbed area and are unable to re-join the track under their own power must switch off their power unit, raise their hand and await assistance from an official.

25.15. The following Penalties as a minimum will be applied by the Clerk of the Course or their deputy/observer via the Race Director/Time Keeper:

Infringement/ Description	Penalty
Excessive weaving during formation lap(s)	2 place deduction
Jump start	Minimum 2 place deduction
Exceeding track limits	2 place deduction after 2 warnings
Omitting any part of the circuit during a race	1 lap deduction
Allowing a kart to roll back across the track after a spin and thereby causing contact and/or an accident with another kart	Exclusion from the race or session. Driver will receive the Black Flag and allocated points for last place
Re-joining a race or session from a stationary position and thereby causing an incident with another kart	Exclusion from the race or session. Driver will receive the Black Flag and allocated points for last place
Deliberately blocking other drivers from overtaking, for instance changing direction more than once on any one straight	1 place deduction for each offence
Deliberate use of contact	2 place deduction following 2 warnings
Gaining an advantage as a result of contact with another kart	3 place deduction
Drop Nose cone (Heat and Final)	2 place deduction
Drop Nose cone (TQ)	Deletion of fastest lap
Driving in a manner deemed incompatible with general safety	Minimum 2 place deduction
Deliberately forcing another driver off the circuit	Exclusion from the race or session. Driver will receive the Black Flag and allocated points for last place
Speeding/racing under Yellow or Quarter Flags	Up to 2 place deduction
Overtaking under Yellow or Quarter Flags	3 place deduction for each position gained

Losing control and spinning under Yellow or Quarter Flags	Up to 2 place deduction
Excessive use of kerbs	2 place deduction after 2 warnings
Abandoning a kart on circuit without permission by a TKZ official	Exclusion from the race or session. Driver will be allocated zero points
Deliberately making contact with another driver after the race has finished	Exclusion from the race or session. Driver will be allocated zero points
Abusive language, behaviour or assault	Driver disqualified from the event. Drivers will be allocated zero points for the event. Further penalties may be applied including expulsion from the Championship

25.16. TKZ reserves the right to alter or amend these penalty values at any point during the Championship.

25.17. TKZ is a Motorsport UK registered club. By registering for the TKZ Championship, all competitors and their associates commit to positively promote and demonstrate the Motorsport UK’s Respect Code as follows:

25.18. A socially-minded standard of behaviour is expected from everyone within the motorsport community. By participating in a TKZ event, in any capacity, you agree to follow the values of the Motorsport UK Race with Respect Code:

Respect

Fair play

Integrity

Good manners

Self-control

25.19. You pledge to #RaceWithRespect and:

25.19.1. Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants

25.19.2. Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions

25.19.3. Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status

25.19.4. Recognise that we all represent the sport and therefore have a duty to be polite and respectful to all staff, officials, fellow competitors, volunteers, as well as fans and supporters

25.19.5. Respect the rules, regulations and authority of the TKZ officials

25.19.6. Any breach of these obligations may result in disciplinary action.

25.19.7. Where any reports of disrespectful conduct are judged to be well founded the Championship organisers may issue warnings or require remedial actions.

25.19.8. It is imperative that we promote the safety and wellbeing of young people and adults at risk. In addition to this, all participants must be aware of their behaviour and conduct at all times and abusive language and harmful behaviour will not be tolerated. Any such incidents must be reported to the TKZ staff as soon as possible.