



Armed Forces Karting Championship 2025

Premier Class

Sporting and Technical Regulations

Published Copy

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The RAFMSA maintains contact information compiled from RAFMSA Membership Applications and Event Entries. This is only used to send announcements or to make contact regarding club matters and is not passed to any outside organisation.

1 Sporting Regulations – General

1.1 Title & Jurisdiction

The Armed Forces Karting Championship Premier Class is for competitors with direct drive karts powered by 2-stroke engines up to 125cc (or 4-stroke equivalents). It is organised and administered by the Royal Air Force Motor Sports Association (Kart Section) with the **National Competition Rules (NCRs)** of Motorsport UK (incorporating the provisions of the International Sporting Code of the FIA), these Championship Regulations, and any Supplementary Regulations that may be issued.

The Championship Organisers reserve the right to issue additional clarifications to these regulations, which will be published on the AFKC web portal (see <https://afkc.alphatiming.co.uk>)

Motorsport UK Championship Permit No. **CH2025/K040**

Motorsport UK Championship Grade: D

1.2 Officials

1.2.1 Coordinator: Mick Streek

1.2.2 Eligibility Scrutineer: Ben Moore

1.2.3 Stewards: Duncan Masters, Kelvin Nicholls & Kurt Smith

1.3 Competitor Eligibility

1.3.1 Drivers must be paid-up members of the Royal Air Force Motor Sport Association (RAFMSA), British Army Motorsports Association (BAMA) or Royal Navy Royal Marines Motor Sport Association (RNRMMSA).

1.3.2 Drivers must hold a valid **2025** Motorsport UK Competition Licence - Kart Inter-Club (Novice) or higher; or Race Club or higher.

1.3.3 Drivers must hold a valid **2025** Motorsport UK Competition Licence to participate in open practice (see 1.5.4), unless otherwise stated in the Supplementary Regulations for the event.

1.3.4 Drivers must be at least sixteen years of age. For drivers under the age of eighteen, a parent or guardian must also hold a valid Kart PG Entrant's Licence, and where the holder of that licence is not present at a meeting, a suitable representative must present written authorisation together with the licence.

1.3.5 **All necessary documentation must be uploaded to the AFKC web portal and must be available for inspection by the Clerk of the Course or Stewards of the Meeting at any time.** Non-compliance will result in refusal of entry.

1.4 Registration

1.4.1 Drivers must register for the Championship by **28 February 2025** if they wish to ensure a place at every round. Registration for the championship is otherwise automatic upon a driver submitting their first entry.

1.4.2 Registration will be free of charge.

1.4.3 Every registered driver will be assigned a number for the season. Numbers 1 to 10 are reserved for those drivers placed 1st to 10th overall in the previous season's championship, but drivers that raced the previous season may otherwise use the same numbers. Requests for other numbers will be on a first-come-first-served basis.

ARMED FORCES KARTING CHAMPIONSHIP 2025 - PREMIER CLASS

1.4.4 There shall be at least two championship categories: 'Overall' for all drivers, and 'Military' for serving military personnel. A championship category will also be held for each eligible engine (see 3.4) provided at least three drivers qualify. The RAF Individual Kart Championship for serving RAF personnel will be contested at a nominated round, and an Inter-Service Cup will be contested between the Royal Navy, Army and Royal Air Force at the last round.

1.4.5 Drivers leaving military service during the season may still be classified in the Military Championship if they have competed in at least 50% of the rounds prior to their leaving date.

1.5 Rounds

1.5.1 The championship will be held over seven rounds.

1.5.2 Dates and venues:

Date	Venue	Host Club/Track	Grid
11/12 Apr 2025	Llandow	Llandow Circuit	34
23/24 May 2025	Clay Pigeon	Clay Pigeon Raceway	34
27/28 Jun 2025	Fulbeck	Fulbeck Kart Club	34
25/26 Jul 2025	Crail (tbc)	East of Scotland Kart Club	34
29/30 Aug 2025	Bayford Meadows	Bayford Meadows Kart Circuit	34
26/27 Sep 2025	Rowrah *	Cumbria Kart Racing Club	34
17/18 Oct 2025	Dunkeswell † (tbc)	Dunkeswell Raceway	34

* RAF Individual Kart Championship

† Inter-Service Cup

1.5.3 All races and official practice will be held on the Saturday at each round.

1.5.4 Open practice will be available on the Friday at each round in which entrants and non-entrants may participate. **The cost will normally be £50 per driver.**

1.5.5 Separate entries must be submitted for each round through the [online entry system](#).

The entry fee for each round is £50 per driver if paid at least 7 days in advance, and £60 after that. The fee includes official practice, although does not include other practice on any day other than the Saturday.

1.5.6 Entrants are encouraged to provide their own transponders (see 2.2.19). A number of transponders are available for hire at each round for £10 per kart, with priority given to RAF entrants.

1.5.7 Entries may be refused if they are incomplete and/or the entry fee is not paid by signing on. Any dishonoured payments will subject to the **NCRs**.

1.5.8 The maximum number of entrants at each round is the maximum sprint grid size of the circuit. Entries will be accepted in the following order of priority provided they have been received at least 7 days in advance:

- 1) Drivers registered under 1.4.1.
- 2) Drivers that have raced the most rounds in the current season.
- 3) Drivers that have raced the most rounds in the previous season.
- 4) Drivers that have raced the most rounds in the previous three seasons.
- 5) Earliest date on which entries were received.

Any surplus entries will be held in reserve in case of withdrawals and entry fees will be refunded if unable to race.

- 1.5.9 The Championship Organisers reserve the right to cancel a round in the event of government and/or military restrictions, or if insufficient entries to cover costs have been received 14 days prior to a meeting. In this event, deposits and entry fees will be refunded.
- 1.5.10 In the event of a meeting being abandoned through bad light, inclement weather or force majeure, the Championship Organisers reserve the right to retain entry fees to defray costs incurred.

1.6 Scoring

- 1.6.1 Overall Championship points will be awarded at each round as follows:

Grid

Drivers will be ranked in accordance with aggregate points scored during the heats (see 2.3.8). The highest ranked driver will receive 20 points, reducing by 1 point for each subsequent rank down to the 20th ranked driver (and below) receiving 1 point. Drivers that have not been classified in at least one heat will receive no points.

Where drivers are tied on heat points, the tie shall be resolved by considering best heat placings (i.e. most 1st places, then 2nd places, and so on), then head-to-head results, followed by fastest lap times.

Final

The 1st placed driver will receive 25 points, the 2nd placed driver will receive 21 points, the 3rd placed driver will receive 19 points, the 4th placed driver will receive 17 points, reducing by 1 point for each subsequent placing down to the 20th placed driver (and below) receiving 1 point. Non-classified drivers will receive no points.

- 1.6.2 Military Championship, Inter-Service Cup, and other Championship Category (as per 1.4.4) points will be separately awarded at each round as follows:

Grid

Drivers in each category will be ranked in accordance with aggregate points scored during the heats (see 2.3.8). The highest ranked driver in each category will receive 10 points, reducing by 1 point for each subsequent rank down to the 10th ranked driver (and below) in each category receiving 1 point. Drivers that have not been classified in at least one heat will receive no points.

Where drivers are tied on heat points, the tie shall be resolved by considering best heat placings (i.e. most 1st places, then 2nd places, and so on), then head-to-head results, followed by fastest lap times.

Final

The 1st placed driver in each category will receive 15 points, the 2nd placed driver in each category will receive 11 points, the 3rd placed driver in each category will receive 9 points, the 4th placed driver in each category will receive 7 points, reducing by 1 point for each subsequent placing down to the 10th placed driver (and below) in each category receiving 1 point. Non-classified drivers will receive no points.

- 1.6.3 If a meeting is abandoned prior to the completion of the heats (see 2.3.3), a result will not be declared and no championship points will be awarded. A round where no points are awarded will not count towards the total number of rounds (see 1.6.4).

If a meeting is abandoned after completion of the heats (see 2.3.3), the result will be declared in accordance with aggregate points scored during the heats (see 2.3.8). Both Grid and Final championship points will be awarded accordingly.

- 1.6.4 Each driver's best 6 scoring rounds will be used to determine the final championship standings, although disqualifications from a round cannot be counted as a dropped score. If a round has to be cancelled or a result is not declared, it shall be the number of rounds actually staged minus one, although if fewer than four rounds are staged, all rounds shall count.

A driver's best 5 scoring rounds as a novice will count towards the novice trophy, although disqualifications from a round cannot be counted as a dropped score and rounds will not be counted

after they have completed their sixth meeting as a novice. This includes any meetings during a previous season.

Ties shall be resolved by considering the best combined grid and final points, then best final points over all rounds of the drivers concerned.

- 1.6.5 The points scored by the three drivers nominated by each service at the last round will count towards the Inter-Service Cup.

Ties shall be resolved by considering best placings in the Final.

- 1.6.6 The competition standings will be published after each round.

- 1.6.7 An appeal against Championship points must be in accordance with the **NCRs**.

1.7 Awards

- 1.7.1 Trophies will be awarded at each round to the top three drivers in the final classification, to the highest placed driver in each championship category, and to the highest placed novice driver if applicable. The awards will be made at an end-of-meeting presentation.

- 1.7.2 Trophies will be awarded at the RAF Individual Kart Championship to the top three drivers serving in the RAF, and to the highest placed novice driver serving in the RAF if applicable. The awards will be made at an end-of-meeting presentation.

- 1.7.3 Trophies will be awarded at the end of the season to the three highest scoring drivers in each category of the championship. A trophy will also be awarded to driver scoring the most points as a novice. These awards shall be made at the last round of the season.

- 1.7.4 In the event of any result being revised after the presentation of trophies which has a bearing on their award, the competitors concerned must return the trophies to the Championship Organisers in good condition within 14 days of an official request being made.

2. Sporting Regulations - Rounds

2.1 Judicial Procedures

- 2.1.1 Judicial procedures shall be in accordance with **NCR Chapters 2 and 18** and the Summary of Mandatory Penalties appended to these regulations.
- 2.1.2 By registering for the Championship, all competitors and their associates commit to the Motorsports UK Race with Respect campaign and agree to positively promote and demonstrate the Racing Code, which is appended to these regulations.
- 2.1.3 Where any reports of disrespectful conduct are judged to be well founded, the championship organisers may issue warnings, require remedial actions and/or report the matter to the Championship Stewards who may impose appropriate penalties including loss of Championship points and/or race bans through to Championship Expulsion and referral to Motorsports UK.

2.2 Race Meetings

- 2.2.1 The Championship Organisers will publish Supplementary Regulations for each meeting, which will include details of the event permit(s), officials, arrangements specific to the host circuit, and any amendments to the Championship regulations. Additional instructions may also be issued by the host circuit or club.
- 2.2.2 The Championship Organisers will publish a timetable for each meeting, as agreed with the host circuit or club and any other participating clubs. This will include the composition of each race and any qualifying session, as well as the composition of the practice sessions. The timetable will be posted on the AFKC web portal and drivers are asked to familiarise themselves with it upon arrival.
- 2.2.3 Drivers are responsible for the conduct of their support personnel.
- 2.2.4 All drivers must submit **a completed and signed** indemnity declaration before the start of the meeting. Contravention of this will result in disqualification from the meeting.
- 2.2.5 All drivers must attend the drivers' briefing, and those under the age of eighteen must be accompanied by their representative (see 1.3.4). Instructions given during drivers' briefing often relate to circuit-specific procedures and must be followed. **Any driver failing to attend the drivers briefing may be fined.**
- 2.2.6 All drivers must submit a completed and signed scrutineering declaration to the Scrutineer(s) **before the start of the meeting**. This must include the race number, chassis serial number; engine serial number(s), tyre barcode numbers, **a legible image of their race licence**, helmet serial number, and weight including helmet and mandatory race clothing.

Any driver providing incomplete details on their entry will receive a 5-place grid penalty for the Final. Any driver failing to submit a completed and signed scrutineering declaration before the start of the meeting will be disqualified from the meeting.

- 2.2.7 All karts must be approved by the Scrutineer(s) before entering the circuit for the first time, whether for practice, qualifying or racing. Karts presented for scrutineering must be in a clean and race-worthy condition and carrying the maximum ballast with which they will race. Drivers must also be present with their helmets and wearing their race clothing. The Scrutineer(s) must be satisfied that karts, helmets and race clothing is safe and complies with the regulations.

Using equipment that has not been scrutineered and/or whose details have not been correctly included in the scrutineering declaration will result in disqualification from the race concerned and may result in disqualification from the meeting.

- 2.2.8 The Clerk-of-the-Course may disqualify any kart, competitor or associated person, whose appearance, condition, or performance is not of a standard appropriate to the meeting.

- 2.2.9 Any kart involved in an incident or having been modified in any way after initial scrutineering must be presented to a Scrutineer for further examination. Any kart whose driver has or may have incurred an injury **will be placed in parc fermé and will not be released** until the driver has been cleared by the Medical Officer as it may be required for evidence in the case of serious or fatal injury.
- 2.2.10 **Drivers must allow officials to inspect karts, safety equipment, fuel or tyres either in the pits or within awnings and vehicles. Any driver declining inspection will be reported to the Clerk of the Course for the application of penalties which will include disqualification from the meeting.**
- 2.2.11 **The Scrutineer(s) may select any kart at any time to check for compliance with the regulations, which may include stripping or disassembly of engines(s) for examination. Any kart or any component not made available for examination will be declared ineligible and the driver concerned will be reported to the Clerk of the Course for the application of penalties which will include disqualification from the meeting.**
- 2.2.12 Engines may only be run between the hours of 08.30 and 19.00 in the area designated for this purpose, or on the dummy grid immediately prior to a practice/qualifying session or a race.
- When in the designated area for running engines, a kart may be placed on a trolley or on the ground, provided its nose cone is in contact with a wall or fence and only engine testing, throttle and/or brake adjustments are carried out. When on the dummy grid, a kart must always be placed on the ground with a driver in the seat before its engines are started and whilst they are running.
- Contravention of this at any time during a meeting will result in a 5-place grid penalty for the Final and may result in disqualification from the meeting.
- 2.2.13 Karts must only be driven on the circuit and designated pit entry/exit lanes. Any driver contravening this during a race will receive a 1 lap penalty and may be disqualified from the meeting. Any driver contravening this at any other time during a meeting will receive a 5-place grid penalty for the Final and may be disqualified from the meeting.
- 2.2.14 Drivers must observe race conditions during all practice sessions (see Section 2.3). Any driver contravening this will receive a 5-place grid penalty for the Final and may be disqualified from the meeting.
- 2.2.15 Drivers may only participate in the practice sessions to which they are assigned, unless they have received permission to participate in another session from the Secretary-of-the-Meeting. Any driver contravening this will receive a 5-place grid penalty for the Final and may be disqualified from the meeting.
- 2.2.16 Abusive language or behaviour towards officials or other competitors will not be tolerated and will be dealt with in accordance with the **NCRs**.
- 2.2.17 Smoking or vaping anywhere in the pits is dangerous and strictly prohibited. Any individual contravening this will be banned from the circuit and pit area.
- 2.2.18 Drivers must have a working foam or powder fire extinguisher situated in their pit space.
- 2.2.19 All karts must carry a transponder, AMB TranX 160 or compatible. Drivers are responsible for ensuring their transponder is operational and registered with the lap scoring system.
- 2.2.20 Race results remain provisional for 30 minutes after they have issued, pending the outcome of any post-race scrutineering, and any protests or appeals. Results may be revised by the Clerk-of-the-Course or Stewards of the Meeting, or subsequently by a Motorsport UK Tribunal at a later date.

2.3 Race Procedure

2.3.1 All race and practice procedures shall be in accordance with NCR Chapters 2 and 18 unless otherwise stated.

2.3.2 Official Practice:

Each driver must complete a minimum of 3 laps during an official practice session using the scrutineered kart to be raced. The Clerk of the Course or Stewards of the Meeting shall have the right to disqualify any driver whose driving is unsatisfactory.

Sessions may be reduced or cancelled at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather or force majeure.

2.3.3 Race format:

Each driver will have the opportunity to compete in three heats and a final.

The Clerk of the Course or Stewards of the Meeting may alter the race format for reasons of bad light, inclement weather or force majeure as follows:

- 1) If three heats have been completed and there is insufficient time to run any more races, the Final will not be held.
- 2) If two heats have been completed and there is only sufficient time to run one more race, Heat 3 shall be run as programmed and the Final will not be held.
- 3) If one heat has been completed and there is only sufficient time to run a maximum of two more races, Heat 2 will be run using reversed grid positions from Heat 1, except that Novice drivers must still be assigned the rearmost grid positions. The Final will be held if possible.
- 4) If no heats have been completed and there is only sufficient time to run a maximum of three races, Heat 1 shall be run as programmed, followed by Heat 2 using reversed grid positions from Heat 1, except that Novice drivers must still be assigned the rearmost grid positions. The Final will be held if possible.

2.3.4 Grid positions:

Heats - these will be determined using a formula allocating a fair share of front, middle and rear positions.

Final - these will be determined by aggregate points scored during the heats (see 2.3.8); the driver with the lowest aggregate points will be placed on pole position and so on.

Novice drivers will be assigned the rearmost grid positions in the heats, but their earned position for the Final.

2.3.5 Race duration:

The duration of the heats will be 9 minutes plus one lap. The duration of the final will be 12 minutes plus one lap.

The heats and final may be reduced or cancelled at the discretion of the Clerk of the Course or Stewards of the Meeting for reasons of bad light, inclement weather, or force majeure. A result will still be declared provided at least 75% of the scheduled duration has elapsed.

2.3.6 Race start:

All races will have rolling starts.

After gridding, there will be at least one rolling lap in formation with no overtaking or weaving permitted, and where the stationary yellow flag is displayed, karts must slow to a maximum of 30 km/h. When the two leading karts reach the designated acceleration line and the Start Marshal is satisfied that all karts are correctly in formation, the race will be started either by extinguishing the red light(s) or the raising of the national flag on the start line. If karts are not correctly in formation or are excessively speeding, the Start Marshal may abort the start by showing the green flag with yellow chevron. Karts must then get back in formation and continue for a further rolling lap.

Karts starting from the pit lane may only join the race or heat when it has started and when the last kart on circuit is beyond the pit lane exit.

Any driver deemed to be excessively speeding or who overtakes before the race has started, is weaving on the rolling lap, or who enters the circuit from the pit line too early will receive a 10 second penalty.

2.3.7 Race finish:

The finish of a race will be indicated by the waving of the chequered flag.

After taking the chequered flag, drivers must proceed with their karts directly to parc fermé and remain there until released. Failure to do so will result in disqualification from the race **or meeting**.

2.3.8 Heat scoring:

Points will be awarded for each heat as follows:

The 1st placed driver will receive 0 points, the 2nd placed driver will receive 2 points, and the 3rd placed driver will receive 3 points, increasing by 1 point for each subsequent placing. Non-classified drivers will receive points equivalent to the number of entrants plus 1.

3. Technical Regulations

- 3.1 Karts, helmets and protective clothing must conform with the Motorsport UK Technical and Safety Regulations (refer to **NCR Chapters 9 and 18**, the Motorsport UK Karting Yearbook **2025**, the Motorsport UK Formula Libre Class Regulations, and **KTE-2025-448**) together with these Technical Regulations. *Competitors must understand that if the regulations do not mention something, assume it is not allowed!*
- 3.2 Chassis: Must conform with current **NCRs**.
- 3.3 Bodywork and Bumpers: In accordance with current **NCRs** for direct drive karts.
- 3.4 Engines: The following are eligible, subject to the stated criteria.
- 1) Single cylinder 125cc engine homologated for the KF2 Class as per CIK 2007-2015 or 2010-2018, with the exception that any single butterfly twin jet carburettor with centre axle and a maximum venturi diameter of 24mm may be used. *Please note that CIK 2013-2021 homologated engines are not permitted.*
 - 2) Rotax 125 Max – must be sealed by JAG-approved agent, have official identity card, and conform with current Motorsport UK regulations for the Rotax 125 Max Class - with the exception that pre-EVO ignition units and exhausts are permitted as per the 2024 regulations; Type 1 air boxes and Denso IW24, IW27, IW29 or IW31 spark plugs may be used; and intake silencer tubes and airbox-to-carburettor connectors may be marked either 'Rotax' or 'Aprilia'.
 - 3) IAME X30 125 RL – must conform with current **Motorsport UK regulations** for the IAME X30 Senior Class, with the exception that an unmodified Tryton HB27-C carburettor may be used, both the X30125718 and Elto OK exhausts are permitted, and engine identification numbers need not be registered with JME Limited.
 - 4) TKM BT82 – must conform with current **Motorsport UK regulations** for the Formula TKM Senior Class.
 - 5) TKM K4S 4-stroke – must be sealed by Tal-Ko approved agent and conform with current Formula TKM 4-stroke regulations as issued by Tal-Ko.
 - 6) Biland SA250, Suter Vampire VT250UK or Swiss Auto 250 liquid-cooled 4-stroke – must conform with current Formula Biland Regulations as issued by Saxon Motorsport.
- All engines, ancillaries and their constituent components must conform to the registered manufacturer's fiche and may not be modified in any manner. The engines must be raced in standard form as manufactured and functioning as designed and intended. All parts used must be of original manufacture and source, although fitting of heli-coils and inserts to repair damaged threads is allowed. No additional components of any description that could affect the airflow either side of any fitted restrictor are allowed.
- 3.5 Exhaust: In accordance with regulations for the specific class.
- 3.6 Intake silencing: In accordance with regulations for the specific class, or otherwise a CIK-type air box with a minimum volume of 1000cc.
- 3.7 Transmission: Direct drive from the engine to the rear axle by a single chain or belt, in accordance with current **NCRs**. The choice of gear sprockets shall be open.
- 3.8 Brakes: Hydraulic or mechanical disc brake operating on the rear axle only, in accordance with current **NCRs**.
- 3.9 Tyres:
- Dry - Maxxis Sport
 - Wet - Mojo W5 or Mojo W2 (white/yellow/green barcode)

Only one set of dry tyres may be used per round, which shall include all races and official practice (not other practice sessions). A maximum of two sets of dry tyres may be used during the season, which must be registered with the Scrutineer(s) before first use.

In the event that a tyre is damaged during a race or practice session, it may be replaced by a tyre of similar wear, subject to the approval of the Scrutineer(s).

The heating of tyres by any method or their treatment by any chemical substance is prohibited.

- 3.10 Fuel: Standard unleaded (BS EN 228) or super unleaded (BS 7800) fuel. The use of octane boosters is prohibited.

- 3.11 Weight: Minimum weight for kart and driver shall be as follows:

153 kg for TKM BT82

162 kg for Rotax 125 Max, IAME X30 and TKM K4S

170 kg for KF2 and Formula Biland

177 kg for Rotax 177, including a minimum weight of 80 kgs for driver wearing helmet and mandatory race clothing.

The Championship Organisers may at their discretion adjust any of these minimum weights, provided they are not lower than the minimum allowed by current Motorsport UK Regulations. This will be specified in Supplementary Regulations.

- 3.12 Number Plates: In accordance with current **NCRs** for the specific class, although novice drivers shall use black with white numbers. The number assigned by the Championship Organisers must be used.

- 3.13 Camera: May be fitted to kart provided it does not exceed 100 grams in weight (excluding mounting and any additional casing) and is securely attached to the satisfaction of the Scrutineer(s). Must not be fitted to helmets or any part of a driver's person.

When fitted, the camera must be operational at all times whilst a kart is on the circuit, captured images must be retained for at least 30 minutes following the end of the event, and the camera must be surrendered to officials on demand.

- 3.14 **Radio communication: Equipment facilitating verbal or electronic communication between kart and team personnel may not be used, except that the Championship Organisers may permit equipment to be trialled at designated rounds. This must conform with Ofcom regulations and may not be attached to helmet exteriors or compromise their structural integrity in any manner.**

4. Contact Information

Championship Coordinator

Mick Streek
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Telephone: 01423 568723
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2025 KARTING PENALTIES

Summary of Mandatory Penalties

You should refer to the NCRs for the exact wording of the rule detailed below. There is no route for appealing a Stewards Decision. The breaches and penalties below does not restrict the Stewards from imposing further penalties in accordance with the NCRs if they deem the incident justifies it.

INFRINGEMENT / DESCRIPTION		PENALTY
2.A.1.3b	Gaining an Unfair Advantage	5 second or 1 lap penalty
2.1.1.13	Driving in a manner incompatible with general safety (Possible 30-day licence suspension and referral to Motorsport UK)	1 lap penalty, Race or Meeting disqualification
2.1.1.14	Contravention of flag signal <u>before or after Race</u> – ¼ Black/Yellow / Yellow	5 second penalty
2.1.1.14	Contravention of flag signal <u>during Race</u> - ¼ Black/Yellow / Yellow	10 second penalty
2.1.1.14	Contravention of flag signal – Ignoring Technical Flag Twice	Black flag
2.1.1.14	Contravention of flag signal - Black Flag (ignored more than once)	Race disqualification or Meeting disqualification
2.1.1.1	Abusive Language, Behaviour or Assault - (licence penalty points imposed) – Possible 30-day licence suspension and referral to Motorsport UK	Race or Meeting Disqualification (4 or 6 points)
5.5.2.3h	Failure to attend Drivers' Briefing	Maximum fine of £280
2.12.1.2d	Failure to obey an Official of the Meeting	Race or Meeting Disqualification (4 or 6 points)
2.8.1	Scrutineer Non-Compliance Report, vehicle or component ineligible	Race or Meeting disqualification
2.8.1	Underweight	Race disqualification
18.5.5	Failure to report to Scrutineering	Race or Meeting disqualification
2.A.1.8	Incorrectly positioned front fairing - race	5 second penalty
	Incorrectly positioned front fairing - timed qualifying	Deletion of fastest time
2.A.1.8	Attempting to tamper with or reattach the front fairing during race or qualifying	Race or Timed Qualifying disqualification
	Intentionally reattaching the front fairing after chequered flag	Meeting disqualification & consideration of referral to Motorsports UK

Although the above details the mandatory penalties for driving, behaviour etc. this does not preclude the Stewards issuing penalties against other breaches of regulations as defined in 2.2.1.



A socially-minded standard of behaviour is expected from everyone within the motorsport community.

By participating in a Motorsport UK event in any capacity you agree to follow the values of the Respect Code:

Motorsportuk.org/racewithrespect
#RaceWithRespect

The Values

- Respect
- Fair play
- Integrity
- Good Manners
- Self-Control

I pledge to #RaceWithRespect and:

- Contribute to a welcoming and friendly environment that ensures the safety and welfare of all participants.
- Always behave with integrity and uphold fairness in the sport; play your part in keeping the sport safe through your actions
- Treat everyone with respect, regardless of their gender, ethnic or social background, language, religious or other beliefs, disability, sexual identity or other status
- 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
- Respect the rules, regulations and authority of the officials and Motorsport UK
- Any breach of these obligations may result in disciplinary action.