motor sport UK | Recognised Club

SUPPLEMENTARY REGULATIONS

SHENINGTON KART RACING CLUB

1. The SHENINGTON KART RACING CLUB (SKRC) will organise an Interclub permit kart race meeting at the Shenington Circuit, as per these regulations and the regulations of the event, on 15 November under the Motorsport UK permit number 208636 (Interclub up to and over 120) and will be for the following classes: Cadet: IAME Water Swift (restricted), Honda GX200 (Sealed); Intermediate: IAME Water Swift, Rotax Inter; Junior: X30, Rotax; Senior: X30, Rotax Max, Formula Libre (X30 & Rotax), Gearbox: KZ2.
2. Held under the National Competition Rules (NCR) of the Motorsport UK ASN (incorporating the provisions of the International Sporting Code of the FIA) and the Supplementary Regulations. The Clerk of the Course is responsible for the Judicial Process at this Interclub meeting as per NCR Chapter 18 Appendix 6 Article 1.5, following Clubman penalties, Motorsport UK permission has been granted.
3. The event is open to all members of the SKRC & all members of ABKC clubs (provided the club is in current membership of the ABKC) and in possession of a valid Motorsport UK Entrants licence. Competitors under the age of 18 must be accompanied by the holder of a Kart PG Entrant's licence who must sign on as Entrant of that competitor. Drivers and Entrant/Drivers must be in possession of a valid Interclub Kart licence (minimum) or valid Licence and Medical issued by Motorsport Ireland (NCR Chapter 6 Appendix 3 Article 2.4), or be in possession of the highest grade of national Kart licence or valid CIK-FIA International Licence, the event being on the Motorsport UK International calendar, together with their ASN's written consent ((NCR Chapter 6 Appendix 3 Art 1.6) and FIA ISC Article 2.3.7.b applies) & show an ABKC club membership card. All signing on will be via online digital means and must be completed prior to the event.
4. All Interclub events listed in the accompanying championship regulations are part of the Shenington Kart Club championships, (Permit No CH2026/K048 & K049). Exceptions are shown in Championship Regulation 1.6.
5. The programme times are as follows: Digital confirmations of Signing on and scrutineering self declarations which must be completed, then there will be full safety scrutineering checks from 7.30am to 8-45am or as advised in final instructions. Briefing for all classes, approximately 0845, Three laps practice 9 am or as sent in final instructions, Racing should be completed by 6 pm.
6. The event will consist of two or three heats of 6/7/8laps and a final of 8-16 laps or timed durations, (or at the discretion of the Clerk of Course, or as amended due to weather conditions) except when notified in the Regulations of the Event or meetings may have a timed qualifying session for heat positions and a final. Lap scoring will be by means of transponders which will be TAG-Heuer. For all classes the first and subsequent heat position will be allocated by means of a computerised or manual randomised programme, allocating a fair share of front/middle/back. Final grids calculated as per Karting Yearbook App. 4E, System A Points Low. Final grid tie-break is best first heat position. Heats and finals duration may be reduced in wet weather or unforeseen circumstances and will be announced on the dummy grid accordingly prior to each race. Changes can also be made during races for safety reasons.
7. The track measures 1210 metres (gearbox), 1017 metres (direct drive) the number of corners are 10, the surface is tarmac & the track licence numbers are K/2026-159 & 160. Races will be organised for classes as shown in Section 1. Compatible 4-stroke classes may run together with 2-stroke classes.
7a. Entries will be limited to one grid per class or at discretion of the organisers. The maximum entry is 300, the minimum number of starters for each race is 10. The organisers reserve the right to cancel or amalgamate classes.
7b. Rolling lap and start procedure: Direct drive classes will have a slow rolling start and gearbox classes a standing start, as advised in final instructions. The maximum grid for a race will never exceed 34, and 30 for gearbox when STARTS will be as MOTORSPORT UK specific karting regulations NCR Chapter 18 Appendix 5 Article 1.32. Penalties may be imposed on the pole position driver for speed considered to be too fast or too slow, where reference may be made to a speed indicator device. Penalties may also be imposed on the No 2 position driver if considered to have broken formation prior to the start line. For standing starts a place or time penalty may be imposed on any driver judged to have jumped the start. In-race penalties may be applied. If a false start non-gearbox karts must take another full lap on subsequent formation laps, and gearbox must immediately turn right for the cut-through, unless either is amended by instruction of the Clerk of the Course. 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. Excessive weaving to warm up tyres is prohibited. The Safety Line (NCR Chapter 18 Appendix 5 Article 1.21) is designated as a white line across the track. The acceleration line is marked across the circuit prior to the start line. Formation laps subsequent to the first one may use a shortened track distance as directed by marshals. Penalty for speeding prior to the start line with judge of fact decision is 5s, maximum 30mph. Drivers unable to be in formation and in their grid position by the first yellow signal, and those who are unable to start, causing a false start, must then start at the back of the grid in order of arrival, NCR Chapter 18 Appendix 5 Article 1.32. A 'static flag' signal may be replaced by a coloured light Signal and a 'waved flag' signal may be replaced by a flashing coloured light as per NCR 8.4, Motorsport UK approval is given.
7c. RACE STOPS will be as MOTORSPORT UK specific karting regulations NCR Chapter 18 Appendix 5 Article 2-3 inclusive apply. If SLOW BOARDS are deployed, then all laps count towards race total. Should the Red signal be shown all competitors will stop racing immediately, slow down and proceed to the start line, unless the circuit is blocked, and stop where directed and as per Motorsport UK regulations.
7d. Any driver missing out part of the circuit, whether deliberately or not, may be penalised up to the equivalent of one lap in a time or place penalty. Competitors are reminded of NCR Chapter 18 Appendix 7 Article 2 applies to driving

standards. Specifically Article 2.5 & 2.9, any driver considered to be baulking or blocking another driver other than in the opening or closing phase of the session for example in the opening minute or final minute or having just made an overtake may be penalised including by the display of the black signal. 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 will be given a warning signal from the officials followed by a penalty or be subject to black signal. Drivers should not make a move in reaction to the overtaking driver behind to block their chosen path. Only ONE defensive move is permitted before any corner and having made that move the driver is then committed to that line on the track and should not move to another position to block the driver. Lap times/data may be taken into consideration as well as any moving images and or reports Penalties may be applied under NCR Chapter 2 Annexe A Article 1.6. or as Chapter 2 Appendix 2 Articles 1.13 for driving in a manner incompatible with general safety.

7e. Working on karts on the dummy grid is forbidden, with the exception of removing air from tyres. Tyres must not be changed unless on permission of the Clerk of the Course should the weather change at short notice. Karts must be in place on the dummy grid within 2 minutes plus a lap of the previous race ending and if not in place may be accepted if presenting in time before the karts have exited the grid, or until the entry gate is closed, and if accepted will be required to start at the back of the grid with no overtaking on formation laps. Once the exit gate is closed, the green withdrawn, or the red light displayed, no karts will be permitted to join.

8. SKRC Championship Regulations 2.3 (Race with Respect) and 3.1 will apply to all competitors. Note that signalling from trackside to a driver is prohibited, if observed penalties may be applied to either or both the driver and signalling person.

9. All drivers will take part in an adequate practice period allowing for competitors to be observed if required, all at the discretion of the Chief Clerk, as per NCR Chapter 18 Appendix 5 Article 1.8.

10. Four number plates are required, one each at front, rear and either side.

11. Vehicles in the pits must not park in the pit spaces indicated by a number, which are reserved for specific members. The speed limit for vehicles is 10mph, karts must not be driven in the pits under any circumstances.

12. Judges of fact will be - the Chief Timekeeper (judging laps completed & judging jump starts), the Chief Scrutineer/Eligibility Scrutineer (on technical matters), a Clerk of the Course judging start line speed and false starts, one or more noise officials (judging kart sound levels) and officials judging displaced front fairings and track limits.

12a. Drive by sound level tests will be carried out at the point designated on the track diagram between Café and Pits corners by overhead microphone at a height of 3.6 metres plus or minus 0.1 metres. Any kart exceeding the class limit will receive the black signal signal and must return to the pits immediately and report to the Clerk of the Course. The limits are Cadet 96dBA, Intermediate 98dBA, Junior 100dBA; all seniors 103dBA; 450cc 4-stroke gearbox 103dB, other classes 105dBA. If the scrutineer requests further tests the kart must remain in parc ferme until permitted to leave. Karts within 1dBA of the limit may receive a warning notice and should take steps to reduce the sound level output before the next race. Any kart whose noise intake box has detached must return to the pits immediately. Any kart that has a breakage or excessive leakage in the exhaust system must immediately stop racing and park in a place of safety and not attempt to return to the pits. Karts over the noise limit may be disqualified and will only be permitted to return to their next race if they have clearly shown an improvement or modification likely to reduce noise output. Warning signals may be given at the noise monitoring station in addition to the start / finish line. All warning signals may be given by an appropriately coloured panel digital display (NCR Chapter 12 Appendix 8 Article 1.6).

12b. All karts must conform to the Motorsports UK regulations set out in the 2026 Motorsport UK Karting Yearbook and where indicated the 2026 NCRs and as shown in Sect 5 of Championship Regulations for Formula Libre. Gearbox karts must have a CIK noise box or of a type approved for that kart by Motorsport UK or class regulations. Karts must always comply with the MOTORSPORT UK Karting Yearbook noise technical regulations Appendix 3, regardless of the type of silencer. All these classes subject to MOTORSPORT UK approval of KTE's. Fuel for the KZ2 classes only may be CIK Compliant 102 octane as per NCR Chapter 18 Appendix 8 Article 14.

12c. All karts must be fitted with a TAG-Heuer transponder provided by the entrant. This must be fitted in accordance with MOTORSPORT UK Karting Yearbook Appendix 4 Section F. It is the responsibility of the driver to ensure that the transponder is working correctly, the signal is not obscured by chassis parts or bodywork and the battery is sufficiently charged. If a transponder is hired from SKRC and not returned, the entrant will be banned from the venue and reported to Motorsport UK to have their licence suspended, or must pay £250 to SKRC to replace the transponder.

12d. Two engines and one chassis may be scrutineered in all classes & manufacturer types and serial numbers must be entered in the digital scrutineering. Prior to the first race or timed qualifying session of the meeting commencing a driver may substitute an engine and or chassis after obtaining the permission of the scrutineer. During the meeting should a chassis be damaged beyond repair on the recommendation of the scrutineer and at the discretion of the Clerk of Course a second chassis will be permitted.

12e. SCRUTINEERING DOCUMENT: All competitors will be given a digital scrutineering document for which they have sole responsibility to complete correctly as per Karting Yearbook Appendix 4 & 4A including seal numbers if used and have completed to the Scrutineer by closure of pre-race scrutineering. In the event of the digital system being unavailable permission may be given to use the official scrutineering document. (The Chief Scrutineer hereby has limited discretion to correct obvious typographical errors on the system at Interclub events)

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12f. Only one set of dry tyres and one set of new wet tyres per event will be allowed for racing (not including official practice) except where a tyre is damaged beyond use (not wear) as determined by the Chief Scrutineer one extra front and one extra rear may be allowed. For the avoidance of doubt, this applies to Libre. It is the competitor's responsibility to make sure the Scrutineer inspects a faulty tyre before the kart leaves the track exit/weighing in area. Guest drivers in Cadet must not use new slick tyres except for the first SKRC meeting of the year and July meeting. At the other events the maximum tread depth 3.5 mm before the first heat or timed qualifying and must be obviously used for a minimum of approximately 40 laps, the Chief Scrutineer decision on eligibility is final. If found necessary the club reserves the right to amend the specified maximum Cadet tyre depth for guest drivers by bulletin prior to any race meeting. Bar code numbers will be used for enforcement for slick tyres and if requested also for rain tyres (wets) and must have been entered on the digital scrutineering system before scrutineering is closed. If the digital scrutineering system is not in use the bar codes must be entered on the official scrutineering document or scanned by an official.

12g. Additional incident officials will not normally be allowed on the circuit for cadet / Inter/ junior races. If they are permitted and only at the discretion of the Clerk of Course, provided that they have signed on, have attended a briefing session, and are wearing a SKRC supplied coloured tabard and attended a training session. They must obey directions from the Clerk of the Course/Chief Marshal and stand only in a designated incident marshal refuge where directed until required.

12h. At the direction of the Chief Scrutineer, standard parts (e.g. ignition/exhausts) or tyres (similar or better tread depth) or fuel may be supplied by the organisers and must if requested be exchanged. These parts/tyres must be returned in good working order at the end of the meeting, a charge may be made for fuel / oil used.

12i. The club reserves the right to require all competitors in any class to carry sponsors' decals. The requirement will be made in final instructions. Competitors and Entrants may be required to attend an interview with the commentator.

12j. By countersigning as parents/guardians/guarantors of minors they agree that they have no objection to still or moving images being taken of the driver / volunteer official undertaking their sporting activities and the minor's details as given being kept in a database. By signing on all officials and marshals agree they have no objection to still or moving images being taken during the sporting activities, including live streaming of the event. The Club Child Safeguarding Officers (CSO) are Mr. Tom Whitehouse and Mrs Sonja Game. The Safeguarding Policy is available on the SRKC website which explains how to make a report.

12k. On responding to a black signal, a driver may be permitted to carry out a slow drive-through on the pits repair lane if shown on the digital board at the start line. The driver must then report to the Clerk of the Course after the race.

12l. At no time may a kart be lifted over a track perimeter fence.

12m. On board video cameras are not permitted except with the specific written permission of both Chief Scrutineer and Chief Clerk of the Course, which will not normally be given. Competitors Promotional Obligations: Competitors may be required to carry sponsors badges, which will be supplied and must be fitted to competitors race suits. Competitors may be required to have video cameras on their karts supplied by the organisers or video producer, no other on board cameras are permitted. The images produced are the property of the organisers. Competitors may be required to display sponsors decals / stickers, which will be provided, on their karts, helmets and visors in a position as requested by race officials. Failure to comply on request could result in immediate exclusion from the event, or forfeiture of any prize or award at the discretion of the organisers. The requirements will be made in final instructions. Tobacco related advertising is forbidden on karts, drivers or mechanics apparel. It is a condition of acceptance of entry that a driver will, when so directed, by the Chief Scrutineer or his deputy, carry mini-video cameras and recording equipment upon their kart. Still images, film or video of any part of the event for commercial purposes is forbidden, unless with specific written permission of the organisers. The event may be televised for and on behalf of the promoters. By entering the series the Driver and Entrant/Driver understands that the series is filmed for television broadcast, distribution on DVD and by other forms of electronic media exposure, including internet streaming and by still images. The producer, the promoter and authorised photographers retain copyright over any and all images gathered, which may be used by the series and other media companies at any time in the future. By entering the series, you agree to make your driver/yourself available for interviews and other media purposes as requested by the film crew/commentator from time to time. The Producer/Editor retains the right to use the images gathered of anybody in the paddock within the final edited programme, in any way that the Editor decides has merit and in order to support a programme feature, racing incident or storyline. By entering you agree not to withhold any rights to such use at any time before filming, or after any filming/editing has taken place.

12n. Only the driver and one mechanic is permitted on the dummy grid, unless with specific permission of an official of the meeting. The mechanic must wear the wrist band if issued by the club.

12o. The club's policy on commercial photography and video is available on the website www.sheningtonkrc.co.uk

13. Prizes will be awarded as goods or trophies for each five entries per class or less at the discretion of the Secretary of the Meeting. There is a maximum of five trophies in any one class not counting novice trophies. If there are sufficient entries with a minimum of 10 in the Cadet, Junior and Intermediate classes a minimum of three trophies will be awarded. Novice trophies are at the discretion of the organiser but anyone in a trophy position will not be eligible. In the event of any provisional result being revised after provisional presentations and such revisions affect the distribution of awards the competitors concerned must return such awards to the SKRC in good condition within 7

days. The winner of a round in the Libre class will start from the rear of the heats at the next round entered but ahead of any novices (with the exception of the Superprix on 18/19 July).
14. Entries are available when opened on the Alpha system, normally 3 weeks prior to the event. Entries close at normal fee on the Saturday prior to the meeting. Entries to Mrs. S. Game, 16 Graham Rd, Bicester Oxon OX26 2HP & must be completed online. The entry fee* is £80 Members, £95 non-members and must be paid in full by 7 days prior to the event by the standard closing date. Entries will be selected by date of receipt, but entries may be refused if the class desired is full (see 7a). Entries after 7 days prior may be accepted at an additional cost of £15 subject to availability. An entry fee will be returned on receipt of a written request up to 7 days prior, less a £15 administrative charge at the discretion of the club. Entries & any final instructions will be notified by email. All entries must be made online complete with payment & a declaration made of reading the driver briefing with final instructions & digital signing on. Both sides of the licence card must be uploaded to the Alpha system and a copy of a club membership card or confirmation email.
14a. Should a meeting be cancelled after signing on and scrutineering completes, but before practice has started, the entry fee for this meeting will carried forward to the next meeting. However should a driver wish to have a refund then an administration fee of £15 will be deducted from this refund.
14b. Should a driver cancel his/her entry more than 7 days before the race day an administration fee of £15 will be deducted, otherwise if any later no refund will be made.
15. The stewards of the meeting will be from Steve Weatherhead, Adrian Game, Keith Bisp, Boyd Barrington, Tony Bury, Ann Smith and as shown in the event officials.
The Clerks of Course will be from Paul Sirett, Andrew Hornsey, Alan Bryant, Ian Higgins, Alex Huband, John Watson, Jamie Roe, Craig Tucker and Chris Allen and / or as shown in the (digital) programme or bulletin.
The Competition Secretary will be Sonja Game & the Eligibility Scrutineer will be Paul Klaassen.
Provisional results will be displayed on the notice board in race control as soon as possible after the completion of a race. Rule NCR Chapter 2 Appendix 9 Art 1.16 inclusive apply. Post Race Scrutineering will take place after heats and finals and all results are deemed provisional until all karts are released by the Scrutineers and/or after completion of any Judicial or Technical procedures, including the testing of fuel, which may take several days. After 30 days the results will become final provided there are no appeals or tribunals outstanding that may affect those results. Any changes to the original provisional results will be published.
16. Protests and appeals must be made in accordance with the NCR Chapter 2 and with the appropriate fee. Any entrant who protests the eligibility of an engine will be required to deposit the cost of the engine strip and inspection which will be forfeit if the engine is deemed eligible.
17. The scrutineers will be making fuel, fluid and tyre tests as per Motorsport UK NCRs. A minimum of three litres to be available is recommended (NCR Chapter 18 Appendix 6 Art 14.13) but a minimum of 1.3 litres is mandatory to allow for comparison testing and/or analysis of additives (including oil).
17a. Any DRIVER suspected of having illegal fuel or tyres after these tests will be obliged to pay a fee of normally £300 deposit or as agreed with the Chief Scrutineer for a Motorsport UK approved fuel/tyre test and the race results will be declared provisional.
17b. Following an approved Motorsport UK test where the fuel/tyre is found to be illegal the DRIVER will be excluded from the results and his/her conduct reported to Motorsport UK for consideration by a disciplinary Tribunal. Tyre tests may be carried out by a portable volatile organic compound (VOC) detector, or microscope, used to detect the application of illegal chemical substances applied to tyres, in contravention of NCR Chapter 18 Appendix 8 Article 6.9 and as per Motorsport UK Karting Yearbook Appendix 4 section G.
17c. The parc ferme area is designated as the internal scrutineering area containing the weighbridge, and the outside fenced area surrounding the scrutineering building adjacent to the dummy grid, or additionally as designated by bulletin. On completion of a timed qualifying or race, all competitors and their karts will be directed to and must remain in parc ferme until given specific permission to leave. Drivers must remain seated for front fairing checks until given permission to leave by the front fairing official, who is a judge of fact. During this period no other person other than the drivers and officials are permitted in parc ferme. Competitors chosen for weighing and eligibility checks must remain with their karts in parc ferme until given specific permission or instruction to leave by the Eligibility or Chief Scrutineer. The driver may be given permission to leave, whilst leaving the kart in parc ferme, but this must not be assumed, permission must be granted.
18. All competitors and their team members are forbidden from entering the following areas - Shenington Village (except when using the facilities within the village), lap scoring, the farm equipment area, the noise test area (other than the driver & mechanic), parc ferme (other than the driver and one mechanic when specified in the Regulations of the Meeting), the track itself and its surrounds (unless given permission by the Clerk of Course) and the non-spectator areas of the banks at any time. Generators must be switched off between the hours of 2300 and 0700. The use or riding of bikes, scooters, gopeds etc by anyone in the pits is strictly forbidden during all periods during track activity, as is the driving of motor vehicles for which the driver is not authorised under RTA legislation. Cars must be parked in the car park field and not in the pits area. Access to the race circuit without permission is prohibited, access for dogs, bikes etc is prohibited at all times. The use of stakes driven into the hard standing in the paddock is forbidden (minimum penalty £50 per stake). Stepladders or temporary structures for viewing adjacent to the track perimeter are forbidden. Tyres must not be left at the circuit under any circumstances (minimum penalty £10 per tyre). The penalty

for all of the above is up to and including disqualification from the meeting and maybe confiscation of e.g. scooters. Electric scooters are not permitted at any time and should not be brought to the venue, penalty for transgression is £100. Driver briefing: Traveling to or from the circuit through either Alkerton or Shenington villages is forbidden (unless staying overnight in the village), (so do not rely on sat-navs for the last part of your route) and the fine for transgression is £100. Dogs are permitted but must be kept inside a vehicle or on a lead at all times and are not permitted on the track at any time. Commercial teams must have public liability insurance and a Motorsport UK Entrant licence, see 1.4.3 of championship regulations.

19. Starting an engine other than in the designated area next the dummy grid with the permission of the Chief Scrutineer entails a fine of £50 for first offence and thereafter a penalty up to disqualification from the meeting (NCR Chapter 18 Appendix 7 Art 1.17).

20.1 If a driver breaks down during a session they should if possible give a thumbs up to an approaching marshal, otherwise it will be assumed medical attention is required. If possible the driver should place their kart in a safe position then proceed to a safe area, keeping their helmet on, until return to parc ferme.

20.2 Competitors must bring a first aid kit for minor injuries, the use of the medics will be prioritised for on track. SKRC (the organiser) assumes that all personnel at the circuit for an event will behave in a sensible and safe manner in accordance with current safeguarding policies and the Motorsport UK guidelines,

20.3 All officials for the meeting will be shown on the digital programme

*Dates and Permit number will change by race - see notice board in reception and programme

Entrant details will be held on a Database and will be subject to the provisions of the Data Protection Act 2018 with the club's Privacy Policy available on www.sheningtonkrc.co.uk

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SHENINGTON KART RACING CLUB

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2026 Summary of Penalties (Karting)

Where the Stewards are responsible for all judicial duties:
In accordance with NCR Ch.18, App.6 neither the decision for imposing any penalty nor the penalty itself during any timed qualifying or heats is eligible for **Appeal**. Where the **Clerk of the Course** is satisfied with the evidence presented and for decisions issued before the relevant end of session **Signal** is shown imposing time or place penalties* only no formal **Hearing** is required. (Ch.18 App.6 Art.1.2 and Ch.18 App.6 Art.2.2)
Any penalty resulting from a **Judge of Fact** statement may be imposed directly by the **Clerk of the Course**. (Ch.18 App.6 Art.2.3)

The following penalties are mandatory. This does not preclude the judicial body issuing further penalties against other breaches of regulations as defined in Ch.2 App.3

INFRINGEMENT/DESCRIPTION		PENALTY
DRIVING PENALTIES		
Ch.2 Ann.A Art.1.5	Gaining an Unfair Advantage **Race or Timed Qualifying ('TQ')**	Time: 5 seconds Place: Max 5 places* or 1 lap. TQ deletion of fastest lap
Ch.18 App.7 Art.2.8	Causing a collision Repetition of serious mistakes A lack of control **Race or Timed Qualifying ('TQ')**	Time: 5 seconds, 10 seconds Place: 1 lap or 5 places* (min.) Race DSQ TQ deletion of fastest lap
Ch.2 App.1 Art.1.13	Driving in a manner incompatible with general safety	Race or Event DSQ
Ch.2 App.1 Art.1.13	Driving in a manner incompatible with general safety – **Retaliation or intentional contact / contact after the Chequered Flag**	Event DSQ and 30-day suspension, the suspension is at the discretion of the Stewards, with referral to Motorsport UK Ch.2 App.2 Art.7.16
Ch.18 App.7 Art.2.5e	Crowding of a Kart beyond the edge of the Track or any other abnormal change of direction	Time: 10 seconds TQ deletion of fastest lap Place: 1 lap or 5 places* Race or Event DSQ & referral to Motorsport UK
FLAGS		
Ch.2 App.1 Art.1.14	Contravention of flag signal before or after the Race	5 seconds
Ch.2 App.1 Art.1.14	Contravention of flag signal during the Race Slow Board Procedure or Yellow Contravention of flag signal **during Timed Qualifying ("TQ")**	10 seconds TQ deletion of fastest lap
Ch.2 App.1 Art.1.14	Contravention of flag signal - Ignoring Technical Flag Twice	Black Flag & referral to the Clerk of the Course / Stewards
Ch.2 App.1 Art.1.14	Contravention of flag signal - Black Flag (ignored more than once)	Race or Event DSQ

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BEHAVIOUR		
Ch.2 App.1 Art.1.16	Misbehaviour, unfair practice e.g. use of profanity	Reprimand, Fine, Race DSQ or Event DSQ
Ch.2 App.1 Art.1.1	Abusive Language, Behaviour or Assault (licence penalty points imposed)	Race DSQ (4 points), Event DSQ (6 points), Event DSQ (6 points) with a 30-day suspension and referral to Motorsport UK Ch.2 App.2 Art.7.12
OTHER		
Ch.6 App.1 Art.2.3	Failure to attend Driver's Briefing	Fine of £50 first offence multiplied each time (i.e 2 = £100, 3 = £150 etc.
Ch.6 App.1 Art.2.4	Failure to obey an Official of the Meeting	Race DSQ (4 points) or Event DSQ(6 points)
TECHNICAL Competitors are reminded that following the introduction of NCR Ch.18 App.6 Art.3, from January 2026, Competitors will be permitted to waive their right to a Judicial Hearing when the non-compliance is not contested.		
Ch.2 App.8	Scrutineer Non-Compliance Report vehicle or component ineligible	Race or Event DSQ
Ch.18 App.8 Art.31	Underweight	Race DSQ
Ch.18 App.5 Art.4	Failure to report to Scrutineering	Race or Event DSQ
Ch.18 App.8 Art.18.2	Incorrectly positioned front fairing - TQ	Deletion of fastest lap
	Incorrectly positioned front fairing - Race	5 seconds
Ch.18 App.8 Art 18.2	Attempting to tamper with or reattach the front fairing during TQ/Race	~~TQ/Race~~ Event DSQ
	Attempting to tamper with or reattach the front fairing after chequered flag	Event DSQ

*Place penalty only if untimed event

motorsport UK | RACE WITH RESPECT

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 my 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.