

QMMF KARTING CODE OF CONDUCT – UPDATED APRIL 2026

- A. All participants must comply with the rules and respect race officials and their decisions.
- B. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- C. All participants must always take responsibility for their actions and communicate behavioral responsibilities and the consequences of non-compliance to members of their family, team and support crew.
- D. All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner to the appropriate person (official) at the event.
- E. Drivers must take the time to read and fully understand the posted rules, regulations and conditions for any race event prior to its commencement. Requests for clarification of such regulations should be raised during the Drivers' Briefing.
- F. All participants must have respect for the environment, the hosting venue, spectators and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and presentable as possible.
- G. Drugs and alcohol are strictly prohibited during training, testing and races. Consumption of such substances during these times is considered a serious offence. Offenders will be disqualified from the event and face further disciplinary action.
- H. Abusive comments on any social media platform (Facebook, Twitter, Instagram, TikTok, etc.) or public forum are completely forbidden. This applies to competitors, teams, officials, Organisers and any person associated with the series and the sport in general. Competitors are strongly advised to guard against participation in contentious, divisive and potentially damaging conversations and will be held liable for their actions.
- I. Further to point "H", social media posts relating to the QKC, or any element therein, must be proactive, informative, or positive. Competitors, teams and associates should avoid posting negative comments about anyone other than themselves. Any party in breach of this rule is liable to bring the series and, by association, the sport into disrepute. Action will be swift on such matters and could result in expulsion from the Championship for the offender, whether individual, team, mechanic, circuit or official. In the case that the offender is not a registered competitor, action may be taken against any party associated with the offender.

INCIDENTS

An “Incident” refers to a fact or a series of facts involving one or several drivers (or any Driver’s action reported to the Clerk of the Course for investigation), who:

- A. provoked the stopping of a Race
- B. violated these Sporting Regulations or the Code
- C. jumped the start or started from an incorrect position
- D. did not respect flag signaling
- E. caused one or several karts to take a false start
- F. caused a collision
- G. forced another driver out of the track
- H. illegally prevented a legitimate passing maneuver by a driver
- I. illegally impeded another driver during a passing maneuver
- J. leaving or working on their kart in a dangerous position

The Clerk of the Course shall impose a time or position penalty on any driver deemed to have caused an incident. If the incident was caused during a qualifying practice session, they shall proceed to the cancellation of the two fastest times which he/she achieved in the session concerned. However, considering its serious nature, the stewards may decide, instead of (or as well as) the time/position penalty, of a sanction among those provided for in the penalty scale.

CUTTING-IN

This is where a kart (*kart number 1 in the illustration*) is positioned on the outside of kart 2 and either partially/completely cuts across the racing line of, or otherwise impedes, kart 2 during a legitimate overtaking manoeuvre. This applies to the corner entry, apex and exit.

For 'cutting in' to be considered, kart 2 must be positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the right illustration). Kart 2 must be under control.

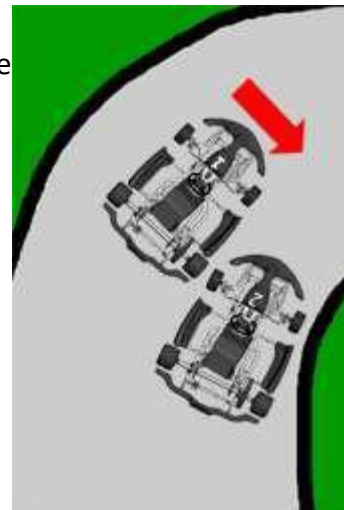
An advantage is gained if (either/or):

- Kart 2 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
- Kart 2 suffers damage which results in a loss of position or is forced to retire from the race on the same lap.
- Kart 1 maintains his/her position when he/she would have otherwise lost it.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

Note: The penalty shall be applied irrespective of whether there was any contact between the karts or not.



DIVING UP THE INSIDE

This is where a kart (*kart 2 in the illustration*) attempts to overtake kart 1 on the inside despite there being insufficient track space available (including the inner kerbs and areas outside the track limits) to safely complete the manoeuvre. The position of each kart relative to each other is irrelevant.

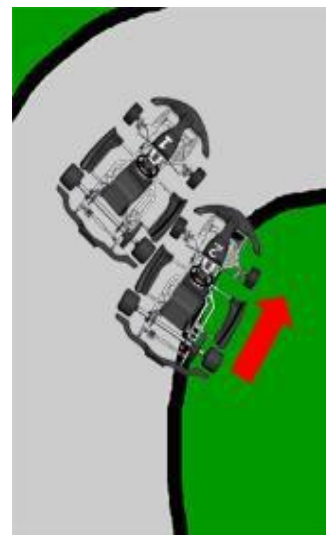
An advantage is gained if (either/or):

- Kart 2 gains a position
- Kart 1 suffers a loss of position or fails to finish as a direct consequence of the maneuver.
- Kart 1 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds

Note: The penalty shall be applied irrespective of whether there was any contact between the karts or not and regardless of whether the overtaking manoeuvre was completed or not.



CROWDING, PUSHING or SQUEEZING

This is where one kart (kart 1 in the right illustration) forces kart 2 wide towards the track limits or partially/completely beyond the track limits.

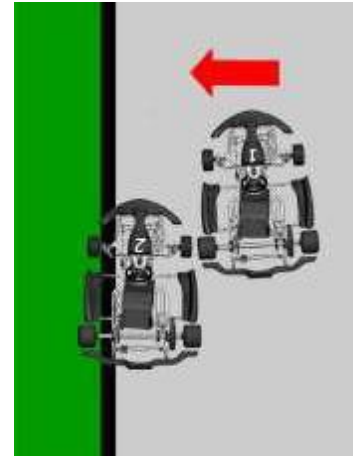
The proviso is that kart 2 is positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the illustration).

An advantage is gained if (either/or):

- Kart 1 maintains his/her position when he/she would have otherwise lost it.
- Kart 2 suffers a loss of position or fails to finish as a direct consequence of the maneuver.
- Kart 2 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds



BUMPING or CONTACT

This is where one kart (kart 2 in the right illustration) causes avoidable contact with another kart (involving either front to rear or side-to-side impact).

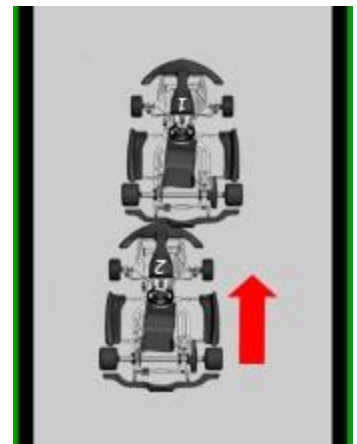
Only the consequences of the impact are relevant in judging whether an advantage has been gained or not. The severity of the impact is largely inconsequential.

An advantage is gained if (either/or):

- Kart 2 gains a position, and the previous order is not restored during the same lap.
- Kart 1 suffers a loss of position or fails to finish as a direct result of the contact.
- Kart 1 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds



SHORT-CUTTING OR EXCEEDING CIRCUIT LIMITS

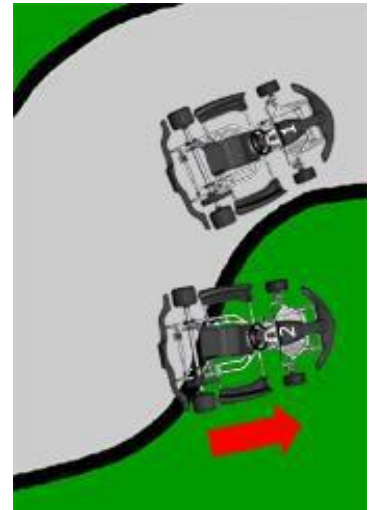
This is where one kart (kart 2 in the right illustration) exceeds the track limits completely and returns to the racing surface at a different point further along the track either via a shorter distance or with greater speed as a result of the breach (e.g., utilising run-off areas to gain time). The reasons for leaving the track are irrelevant.

An advantage is gained if (either/or):

- Kart 2 gains a position and/or time which cannot be redressed during the same lap.
- Kart 2 maintains his/her position when he/she would have otherwise lost it.
- Another kart is impeded or otherwise handicapped by a kart re-joining the circuit after exceeding the track limits.
- Another kart suffers (a) loss of position(s) or is forced to retire from the race as a direct result of the re-entry of a kart which has exceeded the track limits.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained) Minimum 5 seconds



WEAVING or BLOCKING

This is where a kart (kart 1 in the right illustration) changes its lateral position / racing line on a straight by more than a kart's width, twice or more.

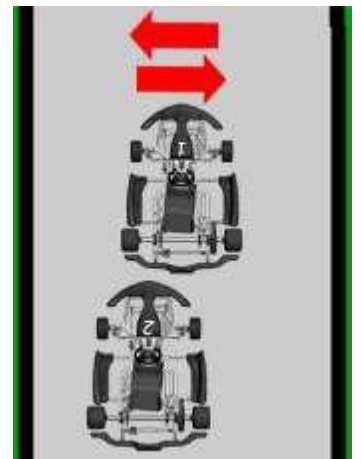
The distance between the karts involved and whether the chasing kart would have been able to complete an overtaking manoeuvre is irrelevant.

An advantage is gained if (either/or):

- Kart 1 maintains his/her position when he/she would have otherwise lost it.
- Kart 1 performs such a maneuver more than once during the same race.

Penalty (no advantage gained): Warning/Reprimand

Penalty (advantage gained): Minimum 5 seconds



IGNORING FLAG SIGNALS

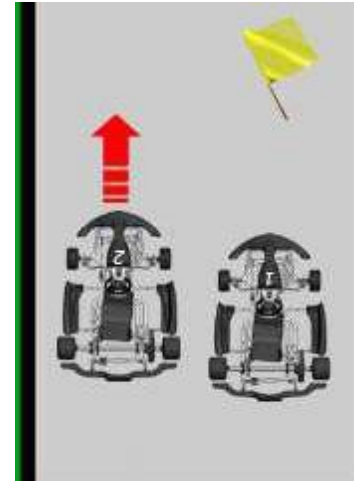
This is self-explanatory and is when a driver fails to observe the requirements of a particular flag being displayed by race officials.

The type of flag and the reason(s) why the flag was not obeyed is irrelevant along with whether any advantage was gained or not.

Typical examples of ignoring flag signals might include:

- Overtaking under a yellow flag (as depicted by kart number 2 in the right illustration).
- Continuing to race after receiving a black/orange or black flag or red flag.
- Failing to comply with the blue flag requirements when being lapped.

Penalty: Minimum 5s up to Disqualification



CAUSING A COLLISION

This is where one kart, regardless of its position on or off the track, and regardless of the proximity (or not) of other karts, and regardless of whether or not any contact occurred, is deemed to have been responsible for causing a collision.

Only the consequences of the incident are relevant in judging whether an advantage has been gained or not.

An advantage is gained if (either/or):

- The driver gains time or (a) position(s) and the previous order is not restored during the same lap.
- Another driver(s) suffers a loss of time or position or fails to finish as a direct result of the incident.





The above examples provide a **GUIDELINE** as to how penalties are applied to competitors for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied by Senior Officials as they deem fit, with harsher penalties likely for repeat offenders. Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Senior Officials reserve the right, at their sole discretion, to carry forward a representative penalty to the driver's next session, race or event. This may involve invoking grid place penalties or alternative sanctions as circumstances dictate, including the deduction of Championship points. Where it is established that Competitor A has been disadvantaged as a direct result of the actions of Competitor B, the Senior Officials will often look to redress the disadvantage by penalizing Competitor B such that [as a minimum] he/she finishes behind Competitor A in the final race classification, even if such a penalty is outside the guidelines given above. In all cases, the Clerk of Course / Stewards will formally notify the driver of the offence, the resulting penalty decision and the intention to carry forward the penalty to his/her next session, race or event. Any driver/entrant refusing to sign a legitimate penalty notice may forfeit all Championship points gained during the event and may be subject to further sanctions. Conduct will be monitored throughout the Championship and offences recorded. Persistent misconduct is likely to result in the additional deduction of Championship points.

Terminology that may be used when referring to driving standards:

Careless Driving – departing from the standard of a competent driver.

Reckless Driving – any unintentional action by a driver which creates serious risk to others.

Dangerous Driving – any intentional action by a driver which creates serious risk to others.