



The DMAX-GT Championship Rules & Regulations

Daytona Tamworth InKart Championship 2018

2018 Season

The 2018 InKart Championship will comprise of 6 Championship rounds. A driver's best 5 rounds will count towards the final Championship standing.

- Round 1 – 7th January
- Round 2 – 4th February
- Round 3 – 1st April
- Round 4 – 13th May*
- Round 5 – 3rd June
- Round 6 – 1st July

*Please note that there is one round on the 2nd Sunday of the month – Round 4.

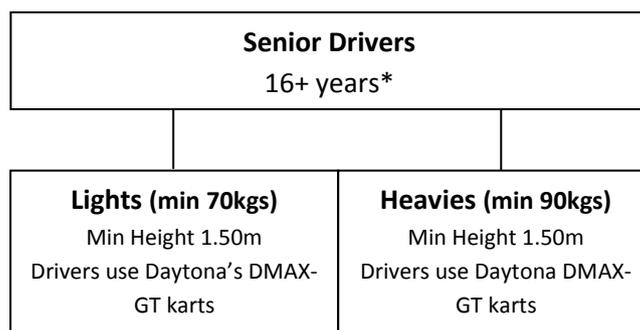
You **must** book in by the FRIDAY before the event; failure to do so may result in starting at the back of the grid or not being able to race.

Sign In on Race Days

All drivers must be signed in at reception no later than 1.20pm on Sunday afternoon. Any driver who fails to sign in before this time may not be allowed to race.

Categories

There will be 2 Championship classes; Lights and Heavies.



If at the lower end of the height range, it is advised to organise a seat fitting.

Light drivers will be required to weight up to 70kgs, whilst Heavy drivers will be required to weight up to 90kgs. Daytona can supply limited ballast (up to 10kgs per driver) but anyone requiring significant ballast should make arrangements to provide their own.

For the Heavy class, drivers can carry no more than 10kgs of ballast to achieve the 90kgs minimum weight.



When determining the weight of a driver, all relevant race clothing, including helmet, suit, gloves, boots, knee pads and seat inserts may be weighed.

Drivers should be aged 16 years or older. Drivers aged 14 and over who can prove they are experienced kart racers may compete, at the organiser's discretion.

Format and Points

Each round will be of the same format and this will be arranged as follows:

Practice will last 10 minutes. All drivers in each class must attend practice; otherwise they will not be permitted to race.

All drivers will compete in two 10-minute point scoring heats. Points for the heats will be scored as follows:

Heats

1st -	25 points
2nd-	22 points
3rd-	20 points
4th-	19 points
5th-	18 points

And so on down, minus one point for every position.

Every driver will compete in a 15-minute final. Points for the finals will be awarded as follows:

A Final

1st	50 points
2nd	45 points
3rd	42 points
4th	40 points
5th	38 points
6th	36 points
7th	34 points
8th	32 points
9th	30 points
10th	29 points

And so on down, minus one point for every position.

If drivers are tied on points after their heats, grid position for the finals will be determined first by the highest finishing positions in the heats. If competitors have had the exact same results, then the drivers' fastest laps will determine the starting position.

All points that a driver scores during the meeting will be added together and this will be the score for the day. At the end of the season, a driver's Top 5 scores are added together to determine the Championship Standings.



Please note that any driver who has broken any rule or who has demonstrated bad behaviour on or off the track may face points being deducted.

At the end of the season, should two drivers be on equal points, the driver who has the most round wins across the entire season will be placed first. Should this not split the drivers it will then fall to second place finishes, and then third place finishes if they are still not split. In a situation where this still does not determine a winner, then it will fall to the most 'Fastest Laps' across the season.

Trophies

Trophies will be awarded to the top 3 drivers in final of each class. End of season trophies will be awarded to the top 3 drivers from each class and these will be presented at the final round in June.

Driving Standards

Penalty Board

For any offence considered a black flag offence, the driver will receive a Penalty Board. This indicates a 5-place position drop from the position that the driver finishes in. If there are insufficient drivers in the race to fulfil the whole 5-place penalty, the driver will be penalised 5 positions worth of points. I.E. if a driver finished 6th of 7 karts, they would receive points for 11th place. When receiving a penalty board, the driver does not have to return to the pit lane and can continue until the race has ended.

A driver may also receive a penalty board for an accumulated offence i.e. having received previous warning flags; any further offence will result in a driver receiving a penalty board.

Should a driver receive 2 Penalty Boards in one Race Meeting, they will score 0 points for the Heat or Final they receive the 2nd penalty in.

If a driver receives 3 Penalty Boards in one Race Meeting, they will score 0 points for that Round, and face possible suspension from the next round.

Contact

Karting is a non-contact sport and this will be strictly adhered to in the DMAX-GT Championship. It is possible that in some cases, contact may occur as a result of a racing incident for example if a driver loses control of a kart and another "brushes" it in the process. The circuit staff are trained to recognise this type of eventuality and to report it to the Race Director.

Avoidable contact will not be tolerated and any driver deemed to have made avoidable contact with another driver will be penalised.

Depending on the severity of the incident, the drivers involved will be shown a warning board at the start line. This will be "NO BUMPING" for contact. Continued contact, subject to severity, may result in an immediate black & white flag or even a penalty board.

Kerbing and Track Limits

The kerbs (apex and corner exit) are off the circuit and not part of the racing surface, as are run off areas. Any driver observed using the kerbs/run off areas and having more than 2 wheels off the racing surface will face a warning by the issue of a "NO KERBING" board being displayed. Repetitive use of the kerbs/run off areas will result in a penalty or disqualification. Drivers will be warned/penalised as follows:



- 1st Offence – ‘No Kerbing’ board
- 2nd Offence – ‘No kerbing’ board with warning flag
- 3rd Offence – Penalty Board (5 place penalty)

It will be assumed that the use of the kerbs/run off implies that a driver is unable to control the kart within the race environment. Alternatively, it can also be regarded as exceeding track limits, to gain an unfair advantage. In both instances, he/she may receive a penalty board or even disqualified on the grounds of safety or fairness.

Overtaking

This is always a highly disputed issue but for the purposes of the Inkart Championship the following rules will apply:

It is the responsibility of the driver doing the overtaking to do so safely. There is no rule as to whether overtaking should be done on the left or the right and a driver making an overtaking move in to a corner may not expect to complete the manoeuvre if the line he/she is taking is closing towards the apex as a result of the kart ahead being on the racing line.

If two karts are side by side on the approach to a corner, it is the responsibility of both drivers to ensure that they negotiate the corner safely. In other words, a driver may not deliberately “squeeze” another off the circuit. If two karts are alongside throughout a corner the driver on the inside must leave one kart width on the outside of the exit of the corner. The driver on the outside must leave one kart width on the inside of the corner.

The driver overtaking on the inside must be under control and at least halfway alongside the other kart at the point of entry, the driver on the outside must then yield as any contact made will be their responsibility.

Drivers shown the blue flag and being overtaken by another competitor should be aware of the traffic around them on the circuit and they should maintain their projected racing line but not “block” faster traffic as a result.

Lapped drivers should remember that other drivers might pass on either side and have the kart under sufficient control that they do not spin and take others out with them.

Weaving/Blocking

Weaving is expressly prohibited, either to warm tyres or excessively obstruct other karts.

It is not permissible to change direction by moving across the racing line more than once in any one instance and if a driver does this, it will be deemed as weaving and penalised as a result.

Spinning

Any driver spinning a kart should firstly ensure that they depress the brake pedal to stop the kart rolling backwards across the track and risk collecting another driver. Failure to do so will suggest that the driver is not in control of the kart and will receive a penalty.

A driver must raise his/her hand in the air to warn other driver and marshals of their situation. If the kart is still on the circuit, the driver may turn their way back in to the race provided that they have made sure that the circuit is clear. Any obstructive driving at this point will lead to a penalty.



If in doubt, wait before making a move.

If the kart is off the circuit, the driver should remain seated until given outside assistance or instructions from the marshal.

Mechanical Failure

Occasionally kart components do fail in spite of the highest standards of kart preparation and unfortunately this is part of motorsport. If a driver returns to the pits with a problem during a race, no laps will be awarded back to the driver.

A driver suffering a 'slow' kart must report the problem to the marshal on the pit gate, there will be no change to the driver's points from that heat.

Karts reported faulty by a driver will be looked at and may rejoin the line up if repaired / deemed fit to race. This may involve a competent marshal testing the kart or an engineer solving the relevant issue.

Drivers must use the kart they have been allocated, preference to another or a competitor's kart will not be entertained. If there is a genuine issue which the Pit manager deems to require a kart swap the new kart will be allocated at random. Once a driver leaves the pit-lane, it will be assumed that they are satisfied with their kart.

Flag Signals & Lights

Green Light

Once on the grid, the lights on the gantry will go from red to green to start the race. In the event of a light failure a green flag will be waved in the air signalling the start of the race.

Chequered flag

This signals the finish of any practice or race. All drivers are expected to respect the flag and treat it as a full course yellow.

Yellow flag or strobe light

This is the most common and important signal. This indicates that there is an incident ahead. Drivers need to slow to half race pace, form a single line and proceed with caution with no overtaking.

Waved yellow: Local incident – no racing until past the incident and there are no flags or strobes at the following bend;

Static yellow: Full course yellow conditions – no racing until yellow flags & strobes are removed and a green flag is waved by the marshals.

Any drivers deemed to have driven dangerously or in a reckless manner (including but not limited to speeding) under the yellow flags or lights will be penalised.

Blue flag

This indicates that you are about to be lapped, karts in a higher position are approaching from behind & may wish to overtake you. It is the responsibility of the driver overtaking to ensure it is a safe & fair manoeuvre.



Red flag

Race stopped – bring the kart to a stop quickly and safely at the side of the track. Wait for instructions from the marshals.

If the race is able to resume, the positions in which the drivers crossed the start line on the previous lap will determine their positions for the restart.

The race will be restarted under Full Course Yellow with all drivers one kart length apart at ¼ racing speed. On approach to the start line a green flag will be used to start the race once more.

Black and white diagonal flag

Driver warning – you are now being watched by the marshals so driving standards must improve.

Black Flag

The Race Director may issue a black flag if they deem the recipient's driving to be too dangerous or reckless.

GO TO PITS board

This may be issued at the Race Director's discretion if they suspect there is (or there clearly is) damage to a kart.

Cameras and Communication equipment

Camera equipment may be used with the Race Director's approval. No cameras may be attached directly to the kart and must be securely fixed; any damage is the responsibility of the owner. Any camera footage required by the Race Director must be submitted upon request.

No form of communications device or music player may be used by drivers whilst on the circuit. Drivers found to be using any of these items will be asked to remove them and may face a penalty.

Appeals and Protests

The Race Director's/Race Incident Director's decision is final and must be accepted as being so in good faith by both the competitors and track officials. Any Driver who wishes to make an Appeal or Protest may do so for the following reasons:

- An Appeal to the Stewards of the Meeting against a decision of the Race Director or of any other Official of the Meeting.
- To Protest against a fellow Competitor.

All appeals will be subject to a fee of £25 to be paid in advance of the appeal being made. All appeals must be made within 15 minutes of the end of the race concerned. A form will be available at Reception which is to be filled in with the grounds of the appeal, the parties involved and the applicant's version of events. Once the form had been filled in it must be handed back to Reception.

Once an appeal has been made the Race Director will be made aware. Any appeals during the heats will be investigated before moving onto the Finals. Any appeals made during the finals will be investigated after the Podium Presentations. The Race Director will hold a meeting with ALL involved parties to establish an outcome. Only drivers may attend the meeting and the decision reached will be final.



No further appeals of the same or similar nature will be entertained.

Any drivers or associated spectators continuing to appeal either after an appeal has been filed and before the meeting or after the meeting will be subject to a points penalty.

Should an appeal or protest be judged to be successful by the Race Director the fee will be refunded. For any unsuccessful appeal the fee will be donated to charity.

Arguments and disputes towards other drivers or staff of Daytona Tamworth by parents or other supporters and spectators will not be tolerated. Safety is the key issue and will be the factor upon which most decisions will be made. Please respect this and consider your own safety as well as the safety of others whilst on the circuit.

Spectators are rarely as close to the scene of the incident as track staff and officials and it will be the observations of the track marshals that will be taken as the grounds for decisions if appropriate.

Any attempt to appeal a decision or protest outside of the above terms will result in a points penalty, further dispute may result in removal from the championship.

Any aggressive behaviour or attempt to informally appeal a Race Director's decision will result in a penalty being imposed on the driver for whom the complainant is there to support. This is applicable to both Daytona staff members and fellow competitors/spectators. In extreme cases this may result in exclusion from the Championship altogether.

Daytona reserves the right to refuse entry as well as remove anybody from the premises at any time. Results from the finals are preliminary for 30 minutes after the podium presentation. This is to allow time to discuss any issue that might have occurred during the Final.

Rule Amendments

Daytona Motorsport reserve the right to amend rules and regulations as required throughout the season. Any such amendments will be communicated to drivers.

In Closing

The InKart Championship will be an excellent opportunity for drivers to test their mettle against one another. During the proceedings, there will be a mixture of emotions up and down the field. However, it is important that everyone remembers that whilst sometimes everything may not go your way, other times the results will flow and feel extremely rewarding.

I look forward to the coming season of the InKart Championship, and I hope you do too. Please address any comments or concerns to mark.wimblett@daytona.co.uk.

Mark Wimblett
Championships Coordinator
Tel. 033 033 27870