



National InKart Championship Rules & Regulations

Daytona Milton Keynes Winter/Spring 2020 Championship

The season will comprise of 9 rounds, with the top 8 scoring rounds to count to the final Championship Standings.

Round 1 - 19 th Jan	Round 7 - 12 th Apr
Round 2 - 02 nd Feb	Round 8 - 26 th Apr
Round 3 - 16 th Feb	Round 9 - 10 th May
Round 4 - 01 st Mar	Round 10 - 24 th May
Round 5 - 15 th Mar	Round 11 - 07 th Jun
Round 6 - 29 th Mar	Round 12 - 21 st Jun

The end of Season Presentation will take place shortly after the Round 12 awards ceremony.

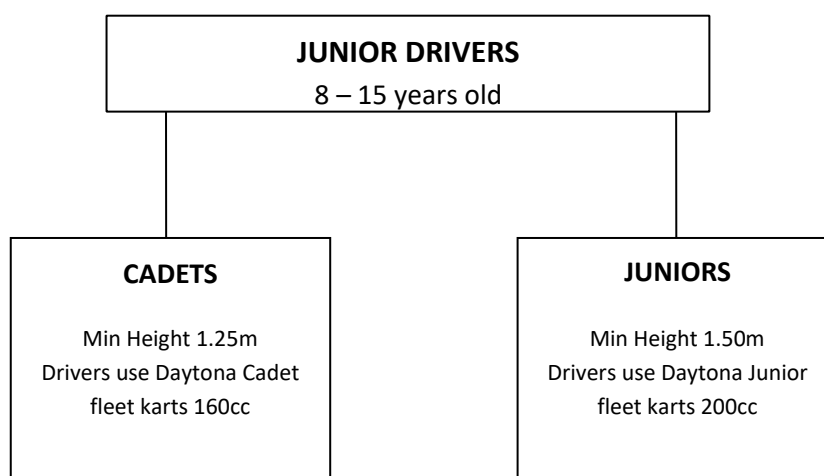
Competitors and spectators/guardians must sign a 'Code Of Conduct' before their season begins.

The Inkart Championship arrival time is 10:15 for rounds 1-6 and 9:15 for rounds 7-12 unless of course you have booked practice, please refer to these arrival times.

Please do not be late, failure to arrive on time will result in a forfeit of the booking and the opportunity to earn any points for that round.

Categories

A new format for this season will see 27 Cadets and 24 Juniors participating at each round. There will be a maximum of 9 Cadets and 8 Juniors on circuit at any one time and drivers will be scored in their respective categories (Cadet or Junior) whilst running on circuit at the same time. At the beginning of the season the drivers category will be decided by their height and this remain for all 9 rounds.





Eligibility

All Junior drivers must fall into the 8-15 years age bracket and reach the minimum height to compete. Drivers must reach the designated height with their shoes on but not wearing their helmet.

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

Entry to the Championship will be determined by successful completion of one of two criteria; either graduating from Daytona's Junior Race School or, for drivers with proven race experience, an InKart Assessment.

Format and Points

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

Once drivers are signed in, dependent on number of entries for that specific round, drivers will be distributed into upto 3 groups, the drivers will be randomly assigned via a draw on sign in to one of 2 or 3 10-minute Practice/Qualifying sessions. A driver's fastest lap will determine whether they race in the A or B or C Final if required. The Finals will be 20 minutes in duration.

Race Start Procedure

All races will commence from a standing start on the grid. Drivers will leave the pit-lane and be directed to their starting position on the grid by the track marshals. Once the final driver has assumed their correct position on the grid, the start of the race will be signalled by the Start Line marshal with the green flag. If any driver is deemed to jump the start by the Start Line marshal, they will receive a penalty of 5 places

The Junior class grid will form up on the first rows on the grid with the cadet class grid forming up behind. There will then be a staggered start with the Cadet drivers leaving the grid 15 seconds after the Juniors.

Points will be awarded per category (Cadet and Junior)

1st	100	15th	44
2nd	90	16th	42
3rd	85	17th	40
4th	80	18th	38
5th	75	19th	36
6th	70	20th	34
7th	65	21st	32
8th	62	22nd	30
9th	59	23rd	28
10th	56	24th	26
11th	53	25th	24
12th	50	26th	22
13th	48	27th	20
14th	46		

A bonus 8 points will be awarded per class, For the fastest lap in the race.



Qualifying Style for Junior InKart Spring 2020

Rank	Qualifying 1	Qualifying 2	Qualifying 3
P1	1:00:000	1:08:000	1:12:000
P2	1:00:800	1:08:800	1:12:800
P3	1:01:000	1:09:000	1:13:000
Etc.	Etc.	Etc.	Etc.

Rank	Final A	Final B	Final C
Pole	P1 Qualifying 1	P3 Qualifying 1	P5 Qualifying 1
2nd	P1 Qualifying 2	P3 Qualifying 2	P5 Qualifying 2
3rd	P1 Qualifying 3	P3 Qualifying 3	P5 Qualifying 3
4th	P2 Qualifying 1	P4 Qualifying 1	P6 Qualifying 1
5th	P2 Qualifying 2	P4 Qualifying 2	P6 Qualifying 2
6th	P2 Qualifying 3	P4 Qualifying 3	P6 Qualifying 3

The pole position of Final A will be attributed to the driver who set the fastest time during qualifying, followed by the 2nd best time Pole time and then the 3rd best among the 3 qualifying races. In this example, the overall fastest lap time was done by the P1 driver of Q1. So he/she will start on Pole of the Final A. Followed by the P1 driver of the second quickest pole time in qualifying, Q2, and then pole driver from Q3. If we look at the 2nd placed drivers of each group from qualifying, the 2nd placed driver in Q1 will then start after the Pole drivers in Final A; because we always follow in the order of fastest qualifying group to the slowest. And then the 2nd placed driver from Q2 will then follow behind and so on, until all drivers are allocated a grid place.



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 best 10 scores will be 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.

Driving Standards

Penalty Board

For any offence considered a black flag offence, the driver will receive a Penalty Board. This indicates a 5place 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 a notional 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 receive a 10 position points penalty

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 InKart 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 penalty (black flag).



Kerbing and Track Limits

Any driver observed putting more than 2 wheels on the kerbs will face a warning by the issue of a “NO KERBING” board being displayed. Repetitive use of the kerbs 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 any driver who is continuously exceeding the track limits is either unable to control the kart or trying to gain an unfair advantage. In both instances, the driver may receive a Penalty Board or even disqualified on the grounds of safety or fairness.

Overtaking

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.

Weaving/Blocking

Weaving or blocking in an attempt to obstruct other karts is expressly prohibited.

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.



Mechanical Failure

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.

If a driver returns to the pits with a problem during a race, no laps will be awarded back to the driver.

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.

The Race Directors decision is final

Flag Signals & Lights

Green Flag

Once formed up on the grid, the green flag will be waved signaling 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.

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

Drivers are welcome to use video cameras on the proviso that video footage must be submitted to Daytona Race Officials upon request. Any damage is the responsibility of the owners.

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

All Appeals will be subject to a fee of £30 to be paid in advance of the Appeal being made. All Appeals must be made within 10 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. All appeals will be investigated after the Awards Ceremony. 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 with other drivers, associated spectators or staff of Daytona Milton Keynes by parents or other supporters and spectators will not be tolerated and may result in a points penalty or ban (subject to severity).

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 are provisional for 30 minutes after the Awards Ceremony. This is to allow time to investigate any appeals made.

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.

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

Daytona Motorsport
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