

2021

TAMWORTH

RACE RULES & REGULATIONS

Page 1 – Inkart Championship Regulations

Page 4 – GT50 Championship Regulations

Page 6 – Daytona Masters Races Regulations

Page 8 – Endurance Championship Regulations

Page 11 – General Rules and Regulations

Page 15 – Driver Declaration



Tamworth InKart Championship Regulations 2021

The 2021 InKart Championship will comprise of 9 Championship rounds. A driver's best 8 rounds will count towards the final Championship standing.

Round 1	Sunday 04/04/2021
Round 2	Sunday 02/05/2021
Round 3	Sunday 06/06/2021
Round 4	Sunday 04/07/2021
Round 5	Sunday 01/08/2021
Round 6	Sunday 05/09/2021
Round 7	Sunday 03/10/2021
Round 8	Sunday 07/11/2021
Round 9	Sunday 05/12/2021

***Cadets and Juniors must book in by close of business on the SATURDAY 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 have arrived and be signed in and weighed if required in time for the briefing time. All briefings will commence 30minutes after the specified arrival time for your race category.

Categories

CADETS

The Cadet class will have a maximum capacity of 13 drivers per round. Drivers must be 8-11 years of age. Any child that has completed any of the first 3 rounds prior to turning 12 year of age may continue to race in the cadet class upon turning 12 provided they still fit in the kart safely.

JUNIORS

There will be 2 race classes, Junior RT8 and Junior DMAX-GT

- **Junior RT8**

The Junior RT8 class will have a maximum capacity of 20 drivers per round. Drivers must be 12-17 years of age. Any child that has completed any of the first 3 rounds prior to turning 18 years of age may continue to race in the junior RT8 class upon turning 18.

- **Junior DMAX-GT**

The Junior DMAX-GT class will have a maximum capacity of 20 drivers per round. Drivers must be 13-17 years of age. Any child that has completed any of the first 3 rounds prior to turning 18 years of age may continue to race in the junior DMAX-GT class upon turning 18.

SENIORS

- **Senior DMAX-GT**

The Senior DMAX-GT class will have a maximum capacity of 25 drivers per round. Drivers must be 18 years +

CADET	JUNIOR RT8	JUNIOR DMAX-GT	SENIOR DMAX-GT
8-11 years old	12-17 years old	13-17 years old	18 years old +
Min Height 1.25m Drivers use Daytona 160cc Biz karts	Min Height 1.45m Drivers use Daytona 390cc SODI RT8 karts	Min Height 1.50m Drivers use Daytona 125cc Rotax SODI GT-MAX karts	Min Height 1.50m Drivers use Daytona 125cc Rotax SODI GT-MAX karts

All drivers must fall into the correct age bracket for the class they wish to compete in and reach the minimum height to compete. Drivers must reach the designated height in their full race gear. If at the lower end of the height range, it is advised to organise a seat fitting.

Entry Criteria

Entry will be determined by successful completion of the entry criteria.

Cadets

- Meet the age and height criteria.
- Have graduated from Daytona's Cadet championship Induction or have a comprehensive racing history with Daytona and complete a 1-2-1 assessment.
- Be an Inkart Member

Juniors

- Meet the age and height criteria.
- Have graduated from Daytona's Junior championship Induction or have a comprehensive racing history with Daytona and complete a 1-2-1 assessment.
- Complete a Junior RT8 Assessment
- Be an Inkart Member

junior DMAX-GT

- Meet the age and height criteria.
- Have raced in a minimum of 6 SODI RT8 races prior to entry.
- Complete a Junior DMAX-GT Assessment
- **All drivers will race in one race category with a minimum weight of 65kgs. Any drivers who weigh less than 65kgs will be required to weigh up to this level.** When determining the weight of a driver, all relevant race clothing, including helmet, suit, gloves, boots, knee pads and seat inserts may be weighed.
- There will be a trophy awarded for the best placed heavy-weight driver. Anyone weighing over 75kgs will be eligible.
- Be a junior Inkart Member.

Senior DMAX-GT

- Meet the age and height criteria.
- **All drivers will race in one race category with a minimum weight of 85kgs. Any drivers who weigh less than 85kgs will be required to weigh up to this level.** When determining the weight of a driver, all relevant race clothing, including helmet, suit, gloves, boots, knee pads and seat inserts may be weighed.
- There will be a trophy awarded for the best placed super heavy-weight driver. Anyone weighing over 95kgs will be eligible.

Daytona can supply limited ballast for each driver but anyone requiring significant ballast should make arrangements to provide their own. Please contact us if you have any questions on this matter.

Please note – Being a participant in the Junior InKart does not permit drivers aged 12 or 13 to participate in any open Sodi RT8 kart session or drivers aged 13 to participate in any open DMAX-GT kart session or event. Drivers aged 14-15 must attain specific management approval every time, prior to racing in any other DMAX-GT kart session or event.

Format and Points

All categories will compete under the same format and 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 Cadet & Junior RT8 races will commence from a standing start on the grid. Drivers will leave the pit-lane and 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 lights/flag.

All DMAX-GT races will commence from a rolling start from Turn 11. Drivers will leave the pit-lane and parade in position to Turn 11 via the Indy circuit cut through. Once the final driver has assumed their correct position, the drivers will be signalled to roll towards the start in formation and wait for the start of the race to be signalled by the green lights/flag.

Re-grids will only occur should a kart fail on track during the opening lap. After the opening lap any issues will be treated as per the 'Mechanical Failure' process below.

All drivers will compete in three 10-minute point scoring heats. Where the entry numbers are of a sufficient level there may be several heats for each class, but each driver will compete in three. At each round, each driver will start from Front/Middle/Back grid positions where possible, in each of their 3 races. Grids are created randomly, and in such a way that every driver's starting positions present a fair and equal opportunity to compete. Points for the heats will be scored as follows:

Heats

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

And so on down, minus one point for every 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 these scores are added together to determine the Championship winners.

If drivers are tied on points after their heats the results for the round will be determined first by the highest finishing positions in the heats. If competitors have had the exact same results, then the driver's fastest lap during the heats will determine the final result.

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 individual 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 of each class per round. 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 December.

Black Flags

When receiving a black flag, the driver does NOT have to return to the pit lane and can continue until the race has ended.

If a driver receives the black flag, then they are penalised 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 out of 7 participants in that heat, they would receive points for 11th place.

Should a driver receive 2 black flags in one Race Meeting, they will score 0 points for the Heat they receive the 2nd black flag in.

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

Tamworth GT50 Championship Rules & Regulations 2021

The 2021 GT50 Championship will comprise of 9 Championship rounds. A driver's best 8 rounds will count towards the final Championship standing.

Round 1	Saturday 17/04/2021
Round 2	Saturday 15/05/2021
Round 3	Saturday 19/06/2021
Round 4	Saturday 17/07/2021
Round 5	Saturday 21/08/2021
Round 6	Saturday 18/09/2021
Round 7	Saturday 16/10/2021
Round 8	Saturday 20/11/2021
Round 9	Saturday 18/12/2021

Sign-in on Race Days

All Drivers must have arrived and be signed in and weighed if required in time for the briefing time. All briefings will commence 30minutes after the specified arrival time for your race category.

Categories

Drivers must be 16 years+ and will have a maximum capacity of 15 drivers per round. Drivers aged 14+ that have been assessed and compete in the Junior DMAX-GT Inkart are permitted to race provided they meet the ballast requirements.

DMAX-GT50
16 years old +
Min Height 1.50m Drivers use Daytona 125cc Rotax SOD GT-MAX karts

All drivers must fall into the age bracket and reach the minimum height to compete. Drivers must reach the designated height in their full race gear. If at the lower end of the height range, it is advised to organise a seat fitting.

Entry Criteria

Entry will be determined by successful completion of the entry criteria.

- Meet the age and height criteria.
- **All drivers will race in one race category with a minimum weight of 85kgs. Any drivers who weigh less than 85kgs will be required to weigh up to this level.** When determining the weight of a driver, all relevant race clothing, including helmet, suit, gloves, boots, knee pads and seat inserts may be weighed.
- There will be a trophy awarded for the best placed super heavy-weight driver. Anyone weighing over 95kgs will be eligible.

Daytona can supply limited ballast for each driver but anyone requiring significant ballast should make arrangements to provide their own. Please contact us if you have any questions on this matter.

Format and Points

All categories will compete under the same format and each round will be of the same format and this will be arranged as follows:

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



Races will commence from a rolling start from Turn 11. Drivers will leave the pit-lane and parade in position to Turn 11 via the Indy circuit cut through. Once the final driver has assumed their correct position, the drivers will be signalled to roll towards the start in formation and wait for the start of the race to be signalled by the green lights/flag.

Re-grids will only occur should a kart fail on track during the opening lap. After the opening lap any issues will be treated as per the 'Mechanical Failure' process below.

All drivers will compete a 50minute race with podiums based on positional finish at the chequered flag.

Races Points for Championship

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

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

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 of each class per round. 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 December.

Black Flags

When receiving a black flag, the driver MUST return to the pit lane.

If a driver receives the black flag, then they are penalised with a 20 second stop go penalty.

Should a driver receive 2 black flags in one Race Meeting, they will be removed from the race and will score 0 points for the round.

Tamworth Masters Rules & Regulations 2021

The 2021 Masters races are NOT a Championship but will comprise of 9 rounds.

Round 1	Saturday 17/04/2021
Round 2	Saturday 15/05/2021
Round 3	Saturday 19/06/2021
Round 4	Saturday 17/07/2021
Round 5	Saturday 21/08/2021
Round 6	Saturday 18/09/2021
Round 7	Saturday 16/10/2021
Round 8	Saturday 20/11/2021
Round 9	Saturday 18/12/2021

Sign-in on Race Days

All Drivers must have arrived and be signed in and weighed if required in time for the briefing time. All briefings will commence 30minutes after the specified arrival time for your race category.

Categories

CADETS

The Cadet class will have a maximum capacity of 9 drivers per round. Drivers must be 8-11 years of age.

JUNIORS

- **Junior RT8**

The Junior RT8 class will have a maximum capacity of 20 drivers per round. Drivers must be 12-15 years of age.

SENIORS

- **Senior RT8**

The Senior RT8 class will have a maximum capacity of 20 drivers per round. Drivers must be 16 years+.

CADET	JUNIOR RT8	SENIOR RT8
8-11 years old	12-15 years old	16+ years old
Min Height 1.25m Drivers use Daytona 160cc Biz karts	Min Height 1.45m Drivers use Daytona 390cc SODI RT8 karts	Min Height 1.45m Drivers use Daytona 390cc SODI RT8 karts

All drivers must fall into the correct age bracket for the class they wish to compete in and reach the minimum height to compete. Drivers must reach the designated height in their full race gear. If at the lower end of the height range, it is advised to organise a seat fitting.

Entry Criteria

Entry will be determined by successful completion of the entry criteria.

Cadets & Juniors

- Meet the age and height criteria.
- Have graduated from Daytona's championship Induction or have a comprehensive racing history with Daytona and complete a 1-2-1 assessment.
- Be an Inkart Member

Seniors

- Meet the age and height criteria.

Please note – Being a participant in the Junior Masters does not permit drivers aged 12 or 13 to participate in any open Sodi RT8 kart session.

Format and Points

All categories will compete under the same format and each round will be of the same format and this will be arranged as follows:

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

All Cadet & RT8 races will commence from a standing start on the grid. Drivers will leave the pit-lane and 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 lights/flag.

Re-grids will only occur should a kart fail on track during the opening lap. After the opening lap any issues will be treated as per the 'Mechanical Failure' process below.

All drivers will compete in the qualifying and the participate in a 15minute race with the grid formed from Qualifying. Drivers will then participate in another 15minute race with the grid formed from the reverse results from Race 1.

Heats

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

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

All points that a driver scores during the meeting will be added together and this will be the score for the day to determine the podiums.

If drivers are tied on points after their heats the results for the round will be determined first by the highest finishing positions in the heats. If competitors have had the exact same results, then the driver's fastest lap during the heats will determine the final result.

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.

Trophies

Trophies will be awarded to the top 3 drivers of each class per round.

Black Flags

When receiving a black flag, the driver MUST return to the pit lane.

If a driver receives the black flag, then they are penalised with a 20 second stop go penalty.

Should a driver receive 2 black flags in one Race Meeting, they will be removed from the race and will score 0 points for the round.

Tamworth Endurance Championship Rules & Regulations 2021

The 2021 Endurance Championship will comprise of 4 Championship rounds. A team's best 3 rounds will count towards the final Championship standing.

Round 1	Sunday 11/04/2021
Round 2	Saturday 26/06/2021
Round 3	Sunday 29/08/2021
Round 4	Sunday 31/10/2021

Sign-in and race day itinerary

All Drivers participating must have arrived and be signed in and weighed if required in time for the briefing time. All briefings will commence 30minutes after the specified arrival time for your race category.

09:00: Arrival & Check In
09:30: Driver Briefings
10:30: Practice Starts
11:40: Super Pole Qualifying
12:00: Race Starts
15:00: Chequered Flag
15:15: Podium Presentation
15:45: All Guests depart

Categories

There will be 2 race classes, Senior RT8 and Senior DMAX-GT

- **Senior RT8**

The Senior RT8 class will have a maximum capacity of 10 teams per round. Drivers must be 14 years+.

- **Senior DMAX-GT**

The Senior DMAX-GT class will have a maximum capacity of 10 teams per round. Drivers must be 16 years+. Drivers aged 14+ that have been assessed and compete in the Junior DMAX-GT Inkart are permitted to race provided they meet the ballast requirements.

SENIOR RT8	SENIOR DMAX-GT
14 years old +	16 years old +
Min Height 1.45m	Min Height 1.50m
Drivers use Daytona 390cc SODI RT8 karts	Drivers use Daytona 125cc Rotax SODI GT-MAX karts

All drivers must fall into the age bracket and reach the minimum height to compete. Drivers must reach the designated height in their full race gear. If at the lower end of the height range, it is advised to organise a seat fitting.

Entry Criteria

Entry will be determined by successful completion of the entry criteria.

- Meet the age and height criteria.
- All drivers will race in their chosen kart class.
- **Minimum weight of all DMAX-GT drivers is 85kgs. Any drivers who weigh less than 85kgs will be required to weigh up to this level.** When determining the weight of a driver, all relevant race clothing, including helmet, suit, gloves, boots, knee pads and seat inserts may be weighed.
- **There is no minimum weight for SODI RT8 drivers**

Daytona can supply limited ballast for each driver but anyone requiring significant ballast should make arrangements to provide their own. Please contact us if you have any questions on this matter.



Teams can be 2-6 drivers but 1 driver that participates in a team's first race is to be nominated and MUST be a participant in any further races in the championship in order to use that team name for championship purposes.

Format and Points

All categories will compete under the same format and each round will be of the same format and this will be arranged as follows:

Practice will last 1 hour. All drivers in a team must practice and complete at least 5 laps of the race, otherwise they will not be permitted to race.

Super Pole Qualifying will consist of each kart in each class participating in 1 out lap, 1 timed fast lap and 1 in lap. Kart faults, driver errors or the mis fortune of another karts error are considered 'luck of the draw' and the grid positions will stand as per these laps.

There will be a short break between the practice, qualifying and the race start so the driver that sets the super pole lap will not have to start the race.

Races will commence from a rolling start. Drivers will leave the pit-lane and parade in position to Turn 10, RT8 first followed by the DMAX-GTs. Once the final karts in each class have assumed their correct position, the RT8 drivers will be signalled to roll towards the start in formation and wait for the start of the race to be signalled by the green light. DMAX-GT kart will then be signalled to roll towards the start in formation and wait for the start of the race to be signalled by the green flag.

Any kart issues at the start will be treated as per the 'Mechanical Failure' process below.

Races Points for Championship per class

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

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

At the end of the season, should two teams in a race class be on equal points, the team who has the most round wins across the entire season will be placed first. Should this not split the teams 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

Prizes will be awarded to the top 3 teams of each class per round. End of season trophies will be awarded to the top 3 teams from each class, and these will be presented at the final round in October.

Driver Swaps & fuelling

There will be a mandatory 5 driver swaps/run arounds per kart per class. All driver swaps must be done in the designated swap zone and run arounds be done around the cone. Driver swaps can be done during a fuel stop but the fuelling will be done first and then the driver swap. **No ballast can be swapped during the fuelling.** This must be done during the driver swap only. Changing of ballast is part of the DMAX-GT race and must be worked into your race strategy.

All karts will be fully fuelled before practice. It is then your responsibility to ensure your kart does not run out of fuel for the duration of the practice, super pole qualifying and the 3hour race. This must be worked into your race strategy. A SODI RT8 tank will last approximately 2hours. A DMAX-GT tank will last approximately 1hour. **DO NOT run out of fuel!** You will NOT get a kart swap if you run out of fuel. You will have to wait to be pushed back to the pits,



maintenance be performed on your kart before refuelling and then you will go back out. You can do a fuel stop at any point whilst karts are on track during practice or the race, but not in between sessions or during the qualifying.

No fuel caps are to be loosened or removed on entry to the pits for a fuel stop. Any team that loosens or removes their fuel cap will be held in the pits for a 20 second penalty.

Black Flags & Penalties

When receiving a black flag, the driver MUST return to the pit lane within 3 laps of the flag being issued.

If a driver receives the black flag, then they are penalised with a 20 second stop go penalty.

No driver swaps can be performed when there is a black flag penalty to serve. You must serve the penalty, return to track and then come back to the pits to complete the driver swap.

Should a team receive further black flags in one Race Meeting, they will be issued with an additional 10 second penalty on their additional black flag offences meaning every black flag after the first offence is a 30 second stop go penalty.

Speeding into, through or out of the pit lane will not be tolerated. There is a strict 2pmh speed limit in the pits. Any teams found to be speeding will be issued with a 20 second penalty on their driver swap or fuel stop. The driver that speeds will be held in the kart for 20 seconds before the swap of the fuelling will take place.

Tamworth General Rules & Regulations 2021

SODI World Series Qualification

All individual Junior and Senior races will qualify as Sodi World Series (SWS) points scoring races where possible and must be run in accordance with and comply with the SWS regulations to do so.

	JUNIOR SWS	SENIOR SWS
Age limit	12 to 14 years old	From 15 years old*
Minimum number of participants	6 SWS drivers	6 SWS drivers

- Cadet class will not qualify for SWS points.
- Junior RT8 Junior & Junior DMAX-GT will be a qualifying race provided 6 drivers are SWS affiliated in each SWS race age class, 12-14yrs and 15+yrs, within the entrants. If there are not 6 of each in the drivers not all drivers may receive SWS points * *in the year of their 15th birthday, a driver can get points in JUNIOR or SENIOR SWS race classes.*
- Senior RT8 will be a qualifying race provided 6 drivers are SWS affiliated.
- Senior DMAX-GT will be a qualifying race provided 6 drivers are SWS affiliated.

The SWS regulations are available on the SWS website.

Driving Standards

All drivers must drive in a fair and sporting manner. Driving standards will be monitored throughout the round and offences will include, but not limited to, the following:-

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.

Advancing by contact (ABC) is where a driver attempting an overtake interrupts the line of the kart in front to push them out of the way and therefore gain the place. This is deemed an immediate black flag offence, although the offending driver may give the place back to the driver they contacted to avoid the penalty, this must be completed within one tour of the circuit from where the offence occurred.

Track limits including Kerbing

The kerbs (apex and corner exit) along with run off areas are deemed off the circuit and not part of the racing surface, as defined by the white lines at the track edge. It will be assumed that the overuse of the kerbs/run off implies that a driver is unable to control the kart within the race environment. It can also be regarded as exceeding track limits, to gain an unfair advantage. Any driver using the kerbs/run off areas and having more than 2 wheels off the racing surface will be penalised.

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. A driver may not deliberately "squeeze" another off the circuit.

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 more than once in any one braking zone and if a driver does this, it will be deemed as weaving/blocking and will be penalised.

Spinning

Any driver spinning a kart should regain control as quickly as possible and avoid endangering any other competitor i.e. rolling backwards across the circuit.

If the driver is able to continue, the driver may turn their way back in to the race provided that they have made sure that the circuit is clear.

If the driver is unable to continue then they must raise their hand in the air to warn other drivers and marshals of their situation, the driver should remain seated until given assistance or instructions from the marshal. Any obstructive driving whilst rejoining the race will be penalised, if in doubt, wait before making a move.

Repetitive spinning will be deemed as lack of control and will be penalised.

Penalisation

Whilst on track drivers will be informed of penalisation as follows:

- 1st offence – appropriate board
- 2nd offence – appropriate board with black & white diagonal warning flag
- 3rd offence – black flag along with an announcement over the PA system

If deemed too dangerous or reckless a driver may be awarded the 3rd offence penalty without receiving the 1st and 2nd offence penalty.

Whilst off track drivers will be informed in person followed by an announcement over the PA system and depending on the decision will result in either a deduction in points and/or disqualification from either the heat and/or round.

Mechanical Failure

Occasionally kart components do fail despite the highest standards of kart preparation and unfortunately this is part of motorsport.

During the race any mechanical failures resulting in the driver stopping on circuit or if a driver returns to the pits with a problem, where applicable a replacement kart (chosen without prejudice) will be provided, no time will be awarded back to the driver.

Following the race any issues must be reported to the marshal on the pit gate, there will be no change to the results.

Karts reported faulty will be looked at and may re-join 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 (chosen without prejudice).

Flag Signals & Lights

Green light/flag

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. Green strobe light (static)/waved flag means drivers are safe to proceed under normal race conditions.

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 light/flag

Flashing yellow strobe light and/or a waved yellow flag indicates that there is an incident ahead, drivers must slow to half race pace, form a single line and proceed with caution, no overtaking. Racing can resume once passed a green strobe light or waved green flag.

Flashing yellow strobe light and static yellow flags indicates 'Full Course Yellow' conditions – all drivers must slow to half race pace, form a single line and proceed with caution, no overtaking. Racing can resume once all strobe lights return to static green along with all yellow flags 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 light/flag

Flashing blue strobe light and/or waved blue flag indicates that you are about to be lapped meaning karts in a higher race position are approaching from behind and wish to get past you. You should move to the side of the circuit and allow the faster driver through, although, it is the responsibility of the driver overtaking to ensure it is a safe & fair manoeuvre.

Red light/flag

Flashing red strobe lights and/or waved red flags indicate the race is suspended and you must bring the kart to a stop quickly and safely at the side of the track. Wait for instructions from the marshals. DMAX-GT drivers must switch off their engines.

If the race is able to resume drivers will be instructed to drive slowly round to Turn 11 under Full Course Yellow conditions, the positions in which the drivers crossed the start line on the previous lap will determine their positions for the restart. The race will then 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

A static black and white diagonal flag issued at the 2nd offence stage this flag indicates a driver warning meaning driving standards must improve. This flag will be accompanied by a board providing a reason for the flag.

Black Flag

A static black flag accompanied by a race number will be issued at the 3rd offence stage or may be issued if the Race Director deems the recipient's driving to be too dangerous or reckless. Black flag penalties are in accordance with each events regulation.

PITS board

This board is issued at the Race Director's discretion if they suspect there is an issue with a kart or driver which would mean it's unsafe for the driver to continue. The driver should drive straight into the pits.

Cameras and Communication Equipment

Camera equipment may be used with the Race Director's approval. Cameras can be worn on the drivers' helmet and must be securely fixed or can be placed on the kart if you have the means to do so. **Any damage is the responsibility of the owner.**

Any camera footage required by the Race Director must be submitted upon request.

In all individual races 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.

Communication devices ARE permitted in the team endurance championship events.

CCTV may be used to aid the race directors if they feel it is required however not all incidents may be always visible. Participants will not be permitted to see this footage for security reasons.

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.

Any driver wishing to appeal a decision must do so immediately upon exiting the pit lane. Once an appeal has been made the Race Director will be made aware. The driver must then provide evidence towards their appeal to the race director to review. Once a decision on the appeal has been made 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.

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 event are preliminary for 30 minutes after the podium presentation. This is to allow time to discuss any issue that might have occurred during the event.

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.

Track Amendments

Daytona Motorsport reserve the right to amend running layout of the circuit throughout the season. Any changes will be announced prior to practice and any alternative regulations published at reception.

In Closing

The championship races are 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.

Please address any comments or concerns to rachel.bishop@daytona.co.uk

Rachel Bishop
Daytona Tamworth Championships Manager
Tel. 033 033 27871 ext 354



I agree to the Daytona Tamworth race regulations 2021 and agree that I will:

- Always behave with dignity and respect.
- Accept that an incident(s) may take place that prejudice my race, that I may receive penalties and or be placed at a disadvantage because of a mechanical failure or performance issue and further to accept that these may be character forming
- Accept and understand that I may ask for a decision to be appealed but once a decision on the appeal has been reached the matter is considered resolved. Any attempt to appeal a decision or protest outside of the above terms of the regulation will result in a points penalty, further dispute may result in removal from the championship.
- Never approach another competitor or spectator regarding any incidents on or off circuit
- Never use foul language, threatening or overbearing behaviour
- Treat Daytona's staff, facilities, and equipment with the utmost respect
- Be respectful towards the Race Officials, the decisions they make and leave them to go about their duties
- Accept that a Daytona Officials decision is final
- Accept that these regulations extend to anyone accompanying me to a race event

Drivers Name: _____

Drivers Signature: _____

Parent/Guardians Signature (if under 16yrs): _____

Date: ____/____/____