



# Senior InKart Championship

## DMAX Series Rules & Regulations

### Daytona Sandown Park

#### The 2021 Season

The season will be contested over eight rounds, with a driver's best 7 scores counting towards their final Championship Standings.

Round 1 – 2<sup>nd</sup> May  
Round 2 – 16<sup>th</sup> May  
Round 3 – 20<sup>th</sup> June  
Round 4 – 18<sup>th</sup> July

Round 5 – 15<sup>th</sup> August  
Round 6 – 19<sup>th</sup> September  
Round 7 – 17<sup>th</sup> October  
Round 8 – 21<sup>st</sup> November

**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.**

#### Categories

There will be 2 Championship classes; Senior Lights and Senior Heavies.



#### Eligibility

Any experienced driver aged 14 or above will be eligible to enter into the DMAX series.

Light drivers will be required to weight up to 65kgs, whilst Heavy drivers will be required to weigh at least 80kgs. Daytona can supply limited ballast but anyone requiring significant ballast (more than 10kgs) should make arrangements to provide their own.

For the Heavy class, drivers cannot 'weight-up' with ballast to achieve the 80kgs minimum weight.

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

If at the lower end of the weight range, please do contact us for advice on how to achieve the minimum weight limit.



## Weights

Drivers will be weighed at the first round, and assigned their correct weight class. This category will be the driver's class for the championship.

Weighing of drivers will happen at subsequent to ensure adequate ballast. Heavyweight drivers who fall below 80kg over the course of the championship will be permitted to carry ballast, and will remain in the heavyweight class.

## The Format

After an initial 10-minute Practice session, all drivers (both Lights and Heavies) will compete in two 10 minute points scoring heats; the grid for the first race will be in a random order, and the grid for the second race will be a reversal of that order.

Grids will be a mixture of Lights and Heavies.

The top 10 drivers in each heat will score points as follows:

1<sup>st</sup>- 10 points, 2<sup>nd</sup>- 9 points, 3<sup>rd</sup>- 8 points, and so on down to 10<sup>th</sup>- 1 point.

11<sup>th</sup> position to 20<sup>th</sup> would score no points, but positions still matter for determining the Final grid.

All races will commence with a rolling start.

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. Points for the finals will be awarded as follows:

### Final

1st – 20 points	6th – 15 points
2nd – 19 points	7th – 14 points
3rd – 18 points	8th – 13 points
4th – 17 points	9th – 12 points
5th – 16 points	10th – 11 points

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

**The Points shown in the Championship Tables will be reflective of the position a driver achieves on the road. For example, if a Lights driver finished 3<sup>rd</sup> overall in the Final, but 1<sup>st</sup> in class, they would score 18 points for their Championship Standing, not 20. The same process is used to determine points scored in each heat too.**

A point will be awarded to the driver with the fastest lap in the Final for both the Lightweight and the Heavyweight class.



### **Trophies**

Trophies will be awarded to the top 3 drivers in the Light class and the top 3 drivers in the Heavy class at each round. Championship trophies will be awarded to the top 3 in each class at the conclusion of the final round of the season.

### **Driving Standards**

#### **Black Flag**

A black flag will be issued for any offence considered to endanger oneself, another competitor or a member of the track team.

A driver may also receive a black flag for an accumulated offence i.e. having received previous warning flags.

#### **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. 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.

Advantage-by-contact (Bump and pass) will be penalised with a 3 place position drop post-race for each offence.

#### **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:

1<sup>st</sup> Offence – ‘No Kerbing’ board

2<sup>nd</sup> Offence – ‘No Kerbing’ board with warning flag

Subsequent Offences – 1 place position deduction post-race per offence

It will be assumed that any driver who is continuously and flagrantly exceeding track limits is either unable to control the kart or trying to gain an unfair advantage. In both instances, the driver will receive a black flag 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.

### **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 with a black flag.

### **Spinning**

Any driver spinning a kart should firstly ensure that they press 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 black flag.

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 be penalised.

If in doubt, wait before making a move.

### **Mechanical Failure**

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

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.

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.

### **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.

### **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**

Please see above.

### **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. These must be mounted on the top of the helmet. Chin and chest-mounted cameras are not allowed.

## **Appeals and Protests**



The Race 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. 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 Sandown Park 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.

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