

DMAX

NATIONAL CHAMPIONSHIPS

RULES & REGULATIONS

2025

1. GENERAL

1.1 CALENDAR

DATE	VENUE	CIRCUIT LAYOUT	FORMATS
ROUND 1: 23/3/2025	SANDOWN PARK	GRAND PRIX	ENDURANCE/HEATS
ROUND 2: 21/6/2025	TAMWORTH	GRAND PRIX	ENDURANCE/HEATS
ROUND 3: 21/9/2025	MILTON KEYNES	INTERNATIONAL	ENDURANCE/HEATS

1.2 ELEGIBILITY

Drivers aged 16+ (or 14+ with pre-assessment and/or approval from Daytona Motorsport to drive a DMAX).

1.3 WEIGHTS

Drivers will declare their weight class upon booking into the championship. This is the class that they will race in for the duration of the season. DMAX National Championships 2025 will consist of the following weight classes:

- Lightweight – 70kg
- Intermediate – 85kg
- Heavyweight – 97.5kg

A driver can carry no more than 16kg of ballast to make their weight class.

If you have any concerns about height/reach, it is advised to organise a seat fitting. Please email championships@daytona.co.uk to organise.

If at the lower end of the weight range, please contact us for advice on how to achieve the minimum weight limit. Seat inserts are recommended, but weights must be secured to the seat insert and not loose. No weights may be worn on the ankles or wrists.

All drivers are responsible for making sure they are at the minimum weight for their class and will be weighed after each heat. Anyone who fails to meet the minimum weight will be disqualified from that heat.

Daytona can supply a limited amount of ballast. Drivers requiring ballast must pre-book by emailing championships@daytona.co.uk in advance. This will be available to collect from a ballast station after sign-in on the day.

2. EQUIPMENT

2.1 RACE SUITS / HELMETS / GLOVES

Drivers may supply their own race/safety equipment. Drivers' own equipment is their responsibility, and Daytona Motorsport accepts no responsibility or liability when drivers wear their own equipment. It is the driver's responsibility to ensure that their equipment meets the standards below. For drivers under the age of legal responsibility, this falls to the driver's parent or legal guardian.

Race Suits

Must comply with at least FIA-CIK 8876-2018 or FIA Standard 8877- 2022 CIK level 2.

Helmets

Full-faced helmets to a minimum standard of European standard ECE 2205 or ECE2206 or FIA 8860 - 2018 8859 - 2015, Snell FIA CMS 2016/2007/CMR 2007/16 and ACU Gold and Silver. Straps and padding must not exhibit fraying or damage. All padding must be in place. There must be no visible damage to the shell or visor. Helmets must fit well with straps done up.

Tinted Visors

While all rounds will take place during daylight, in low visibility conditions the Race Director reserves the right to mandate clear visors. Clear visors are compulsory if the track lights are on.

Gloves

Must be full fingered with adequate grip and worn at all times.

2.2 CAMERAS AND COMMUNICATION EQUIPMENT

Drivers are encouraged to use video cameras, under the condition that any recorded footage must be submitted to Race Control upon request for use in appeals (see 'Appeals'). **Refusal to provide video footage will result in a round disqualification.** ViewPoint cameras can be hired from reception (£10). Cameras must be helmet mounted.

Communication Equipment such as radios, are not permitted.

3. EVENT FORMATS

3.1 RACE FORMATS

Endurance

10-minute Practice / Qualifying

60-minute Race

Drivers will be allocated their kart via a kart draw at sign-in.

Heats

5-minute Practice

3 x 8-minute Heats

12-minute Final

Grid positions for the heats are calculated to give each competitor a share of front and rear positions.

Drivers will be randomly allocated a kart in the pitlane for each heat / final.

3.2 POINTS

Endurance Points

Championship Points in the Endurance Races will be awarded for finishing positions as follows:

Position	Points	Position	Points	Position	Points
1	50	11	24	21	12
2	45	12	22	22	11
3	40	13	20	23	10
4	38	14	19	24	9
5	36	15	18		
6	34	16	17		
7	32	17	16		
8	30	18	15		
9	28	19	14		
10	26	20	13		

One bonus point is awarded to the driver with the fastest lap in the race.

Heats Points

Grid positions for the Final are calculated by the sum of each competitor's points accrued in the Heats i.e. the highest point scorer will gain pole position for the Final.

In the event of a points tie between two or more competitors, then the driver with the fastest lap in the heats will be awarded the higher grid position.

Championship Points in the Heats will be awarded for finishing positions as follows:

Heats Point Scheme			
Position	Points	Position	Points
1	25	14	9
2	22	15	8
3	20	16	7
4	19	17	6
5	18	18	5
6	17	19	4
7	16	20	3
8	15	21	2
9	14	22	1
10	13	23	1
11	12	24	1
12	11	25	1
13	10		

Final Point Scheme			
Position	Points	Position	Points
1	50	14	20
2	45	15	19
3	42	16	18
4	40	17	17
5	38	18	16
6	36	19	15
7	34	20	14
8	32	21	13
9	30	22	12
10	28	23	11
11	26	24	10
12	24	25	9
13	22		

One bonus point is awarded to the driver with the fastest lap in the final race.

3.3 TROPHIES

For each round, trophies will be awarded to the top three drivers in each format and weight class based on their finishing position in the final race.

Trophies will be awarded to the top three drivers in each format and weight class for the overall championship based on total points at the end of the season.

If at the end of the season two or more drivers are tied for points, then the position will be decided using a countback as a tiebreaker. This means most wins, second places, third places etc.

4. SPORTING AND SAFETY REGULATIONS

4.1 FLAGS, SIGNALS, LIGHTS

GREEN FLAG / STROBE / CLEAR – Full racing speed.

WAVED YELLOW FLAG / STROBE – Local incident ahead. Drivers must slow to half racing speed, maintaining single file with no overtaking. Drivers may only resume racing once they have passed the incident and can see that the next corner is clear.

STATIC YELLOW FLAG / ALL YELLOW STROBES: 'Full Course Yellow' (FCY) – The entire circuit is under yellow flag conditions. No racing is permitted until yellow flags and strobes are removed, and green flags are waved.

RED FLAG – Drivers must bring their kart to an immediate but controlled stop. No overtaking is permitted.

If the race can resume the race will be restarted under Full Course Yellow flags and lights, with all drivers in their original positions and gaps. If the race time is close to conclusion the Race Director may abort the race early. Drivers will be advised via marshals and via digital flags as to the restart procedure.

Drivers circulate under Full Course Yellow until green flags and lights are shown, signifying the race resuming.

BLACK AND WHITE DIAGONAL FLAG – Shown to a driver to indicate that they are on their final warning (this may also be displayed as the words 'Final Warning').

BLACK FLAG – Displayed on the digital board as 'GO TO PITS' with the driver's number. Drivers must report to the pit lane immediately, otherwise they may face further penalties.

CHEQUERED FLAG – Signals the finish of practice, heat or race. Drivers to return to the pit lane under full course yellow conditions. Drivers will be awarded finishing positions according to race position as they pass the chequered flag.

4.2 RACE START PROCEDURE

Each race/heat will begin with a rolling start.

All race starts will be a rolling yellow lap from the pitlane. As drivers leave the pitlane, drivers must split themselves into two alternating lines with the polesitter on the inside of the first corner. Drivers must maintain at least a kart length to the driver in front.

They will then do a yellow lap and as they approach the final two corners, the yellow lights will be turned off, indicating the race is about to start. If the lights remain on, the drivers will assume a second rolling yellow lap.

Drivers must adhere to the rolling yellow speed for the final two corners. As they approach the start line, they will see the green light indicating they may accelerate. They must hold the formation of two lines and a kart length gap to the kart directly in front until they cross the start line under green.

4.3 DRIVING STANDARDS

For the purposes of Daytona Motorsport Championships and Endurance Races, the following driving standards apply:

WEAVING

Drivers are permitted to weave during formation laps or FCY race restart laps to warm up their tires, however this weaving should not be deemed 'excessive' and should cover no more than half of the circuit's width.

OVERTAKING

An overtaking driver is entitled to a kart width of space providing that they are 50% alongside the kart that they are overtaking. If a driver is not sufficiently alongside the driver they are trying to overtake **at the point the other driver is likely to turn in**, the overtaking driver should abort the move to avoid contact. Both drivers are required to leave a kart width for as long as they are 50% alongside each other on the entry and exit of a corner. Overtaking rules apply to all overtakes, including between weight categories. Whilst it is the faster (overtaking) kart's responsibility to overtake safely, a significantly slower kart is encouraged to be generally cooperative with a kart in a different class.

SPINNING

Any driver who has lost control of their kart must immediately fully press the brake pedal to stop the kart from rolling backwards across the track and collecting other drivers. Failure to do so will result in a penalty.

Following the spin, drivers must ensure their kart has come to a complete stop before applying the throttle. If the kart can rejoin the circuit un-assisted, drivers may rejoin if it is safe to do so and that the circuit is clear. If a driver cannot rejoin the circuit, they should raise one hand into the air to indicate that they require assistance. Drivers must always keep their hands and feet in the kart.

BLOCKING

Drivers are entitled to one defensive move. Drivers are not permitted to change direction more than once, unless they are moving back to the

racing line after a defensive move. Drivers may only move back towards the racing line if they are not encroaching on another driver. If another driver is more than 50% alongside, a kart's width or more must be given (see 'Overtaking' in 'Driving Standards').

4.4 PENALTIES

ADVANTAGE BY CONTACT (ABC), 'BUMP AND PASS' (ABC BAP)

If a driver has contact with another driver that enables the driver to gain the position, the offending driver will receive a penalty.

ADVANTAGE BY CONTACT (ABC), 'TAKEOUT' (ABC T/O)

If a driver has contact with another driver that causes them to spin and/or leave the circuit or collide with barriers or to lose a place(s), the offending driver will receive a penalty.

BREAKING FORMATION

If a driver has moved to the opposite side of the grid or closed the required gap to the kart in front before crossing the start-finish line during a race start (see 'Race Start Procedure'), they will receive a penalty.

BUMPING

A bumping warning will be given to any driver who is making unnecessary contact with another driver.

JUMP START

Drivers who begin racing before the signalled race start (see 'Race Start Procedure').

MECHANICAL TAMPERING

Any driver that has tampered with a kart will be disqualified from the round. This includes but is not limited to:

- Pinching fuel lines
- Adjusting the choke
- Changing tire pressures
- Covering radiators
- Carburettor adjustment

OVERTAKING UNDER YELLOWS

If a driver overtakes another driver under yellow flags, the offending driver will receive a penalty. If safe, the driver should give the place(s) back however this does not absolve the penalty.

SPEEDING IN THE PITLANE ('PIT LANE SPEED')

The pitlane speed is always 2mph, whether leaving or entering the pitlane. A 2mph sign and horizontal white line indicates the start of the pitlane on the entry, and a horizontal white line indicate the end of the pitlane on the exit. An unsafe re-entry onto the track from the pitlane will be penalised.

SPEEDING UNDER YELLOWS ('YELLOW SPEED')

Drivers who do not slow down sufficiently in a localised yellow zone or during a Full Course Yellow period, posing a danger to marshals and other drivers will receive a penalty.

SPINNING UNDER YELLOWS ('SUY')

If a driver spins their kart under yellow conditions, they will receive a penalty.

TRACK LIMITS

Any driver putting a wheel(s) beyond a raised coloured kerb on the edge of the track will receive a warning on the digital flag comprising the driver number and the words "TRACK LIMITS".

Repetitive use of the kerbs will result in a penalty or disqualification.

Drivers will be warned/penalised as follows:

- First offence - 'Track Limits' board.
- Second offence - 'Track Limits' board and black and white flag.
- Third offence - 'Track Limits' and the word "penalty" a penalty may be imposed retrospectively.

4.5 APPEALS AND PROTESTS:

For any given race, appeals must be made within 15 minutes of the chequered flag coming out. Appeals should be accompanied by hard evidence (e.g. video footage).

Those wishing to make an appeal should consult the reception team who will provide a form. Once the form has been completed, it must be returned along with a £25 deposit. The reception team will then contact the Race Director.

Once a decision has been reached, it will be communicated to the relevant parties. If required, an announcement will be made. Should an appeal be judged to be successful, the deposit will be refunded. If it is unsuccessful, the fee will be donated to charity.

Any aggressive behaviour or attempts to informally appeal a Race Director's decision by drivers, supporters, managers, or parents, will result in a penalty being imposed on the relevant driver. In extreme cases, this may result in exclusion from the event altogether, at the discretion of Daytona Motorsport. If decisions on appeals are not determined before the awards ceremony the results shall be deemed provisional.

Please note the Race Directors decision is final.

4.6 KART SWAPS & MECHANICAL FAILURES:

During practice/qualifying, if a driver believes that there is a performance issue with their kart, they must raise it at the earliest opportunity, however they must complete at least one 'flying lap' (an out lap, a timed lap, and an in lap) before coming into the pit lane. The kart will then be tested by the designated kart tester and may also be inspected by an engineer. To account for this, drivers must report to the pits with ample time before the chequered flag.

A different kart will be allocated if the Race Director deems it necessary. If a replacement is deemed not necessary, the kart will be returned to the driver. Karts that are found to have issues will be removed from the spares lineup until they have been repaired by an engineer and tested and approved by a kart tester. **Karts will not be tested for performance following practice/qualifying unless the Race Director deems it necessary.**

If a kart **develops a serious mechanical or safety issue** during any session, a swap will be given to the affected driver immediately. Drivers must report any issues to the pit lane team as soon as they occur. If the driver can make it safely back to the pitlane, they must do so at reduced speed. If the kart is not able to be driven back to the pitlane, then the driver must remain seated and follow marshal instruction.

5. RULE AMENDMENTS

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

Please address any comments or queries to championships@daytona.co.uk.

DAYTONA MOTORSPORT