

MILTON KEYNES THURSDAY NIGHT LEAGUE

RULES & REGULATIONS

2026

SEASON 1





1. GENERAL

1.1 CALENDAR

| Date | Round | Layout |
|-------------------------|-------|-----------------------|
| Thursday, 12th February | 1 | International |
| Thursday, 26th February | 2 | Cliff Drop & Bus Stop |
| Thursday, 12th March | 3 | Linkback & Cliff Drop |
| Thursday, 26th March | 4 | International |
| Thursday, 9th April | 5 | Bus Stop |
| Thursday, 23rd April | 6 | Cliff Drop |
| Thursday, 7th May | 7 | Cliff Drop & Bus Stop |
| Thursday, 14th May | 8 | International |
| Thursday, 28th May | 9 | Bus Stop |
| Thursday, 11th June | 10 | Linkback & Cliff Drop |
| Thursday, 25th June | 11 | Cliff Drop & Bus Stop |
| Thursday, 2nd July | 12 | International |

The season will be contested over twelve rounds, with a driver's best eight scores counting towards their final championship standings.

1.2 CATEGORIES

There will be two championship categories that run separately: SODIKART SR5 (SODI) and DMAX. Both categories will incorporate Lightweight and Heavyweight classes (see 1.4).

1.3 ELIGIBILITY

SODIKART SR5: Drivers aged 14+ (or 12+ with pre-assessment and / or approval from Daytona Motorsport).

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



1.4 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. Thursday Night League will consist of the following weight classes:

- The minimum weight for **SODI Light** drivers is **75kg**.
- The minimum weight for **SODI Heavy** drivers is **90kg**.
- The minimum weight for **DMAX Light** drivers is **75kg**.
- The minimum weight for **DMAX Heavy** drivers is **90kg**.

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 under the weight limit will have to carry ballast to achieve the minimum weight.

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

Daytona reserves the right to weigh any driver at any time.

Daytona can supply a limited amount of ballast for SODI and DMAX karts. The maximum amount of ballast that can be fitted is 21kgs to SODI and 16kgs to DMAX. This ballast must be properly attached to the kart using the ballast boxes (SODI) or the weight posts (DMAX). Drivers requiring ballast for SODI or DMAX must pre-book by emailing championships@daytona.co.uk in advance. Ballast will be available to collect from a ballast station after sign-in on the day. Daytona cannot guarantee that ballast will be available if a driver fails to pre-book.

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. Weighted vests are not permitted.

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

2. EQUIPMENT

2.1 RACE SUITS/ HELMETS/ GLOVES

Daytona can provide race suits, helmets, and gloves for hire at no additional cost. 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

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 4.4). 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) is not permitted.

3. FORMAT

3.1 EVENT FORMAT

SPRINT RACE

- 10-minute practice/qualifying
- 20-minute race

Kart allocation is random from the preselected kart lineup. There will be a designated pool of karts for each weight category.



3.2 KART SWAPS AND 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. The driver must have completed 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.

3.3 POINTS

| Position | Points |
|------------------------|--------|
| 1 st Place | 25 |
| 2 nd Place | 18 |
| 3 rd Place | 15 |
| 4 th Place | 12 |
| 5 th Place | 10 |
| 6 th Place | 8 |
| 7 th Place | 6 |
| 8 th Place | 4 |
| 9 th Place | 2 |
| 10 th Place | 1 |



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

Drivers who do not complete the race will not be eligible for points and will score zero (DNF).

3.4 TROPHIES

In both weight categories, the number of trophies awarded will depend on the number of participants:

- 1-3 drivers: First place only
- 4-8 drivers: First and second place only
- 9+ drivers: First, second and third place

Championship trophies will be awarded to the top three competitors in each weight class and kart category at the end of the final round of the season, after the four drop rounds have been applied.

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, it 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

Daytona Motorsport operates two different start procedures, determined by the class of kart being used.

4.2.1 SODI

Drivers will line up on the start grid in qualifying order for a standing start. All karts must be positioned with the front bumper behind the designated grid box.

Once the start sequence is initiated, five red lights will illuminate sequentially on the digital flag. These will then go out signalling the race start. Drivers must remain between the tram lines (or, where tram lines are not present, within the width of the grid positions) and may not overtake until they have crossed the start line.

In the event of an electrical failure or similar issue, the race will be started using a green flag at the start post. The race start is signalled by the waving and subsequent dropping of the green flag, with the drop of the flag constituting the official start signal.

4.2.2 DMAX

Each race will begin with a rolling start.

Drivers must split themselves into two alternating lines with the polesitter on the inside (left-hand side) of the first corner. Drivers must maintain a minimum gap of one kart length to the kart ahead.

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 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 digital flag on the start line turn green, 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. The second-placed driver in each class must not pass the start line before the pole sitter.

4.3 DRIVING STANDARDS AND PENALTIES

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 25% alongside, a kart's width or more must be given (see 'Overtaking' below).

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 warnings will result in a penalty.

ADVANTAGE BY CONTACT (ABC), 'BUMP AND PASS' (ABC BAP) - If a driver makes 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 makes 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 outside of the tramlines 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. Repetitive warnings will result in a penalty.

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. Weaving is not permitted near any incidents.

OVERTAKING - An overtaking driver is entitled to a kart width of space providing that they are 25% 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 25% 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.

CALM DOWN - A 'calm down' warning will be given to any driver who is out of control of their kart, driving erratically, or over the limit of their ability. Repetitive warnings will result in a penalty.



JUMP START - Drivers who begin racing before the signalled race start (see 4.2) will receive a penalty.

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 may 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 are expected to reduce their speed to 'half-race speed' in a localised yellow zone or during a Full Course Yellow period. Drivers who do not slow down sufficiently in a localised yellow zone or during a Full Course Yellow period, thereby posing a danger to marshals and other drivers, will receive a penalty.

SPINNING UNDER YELLOWS ('SUUY') - If a driver spins their kart under yellow conditions, they will receive a penalty.

4.4 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.

4.5 DRIVER AND SPECTATOR BEHAVIOUR

Arguments and disputes with other drivers, associated spectators or staff of Daytona Motorsport by parents or other supporters and spectators may result in a penalty or ban or removal from the venue.

Daytona Motorsport reserves the right to refuse entry as well as remove anyone from the premises at any time.

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.

Be fast, be sporting and be fair!

DAYTONA MOTORSPORT