



## Inkart Championship Rules & Regulations

Revised April 2015

### DAYTONA SANDOWN PARK INKART CHAMPIONSHIP 2015

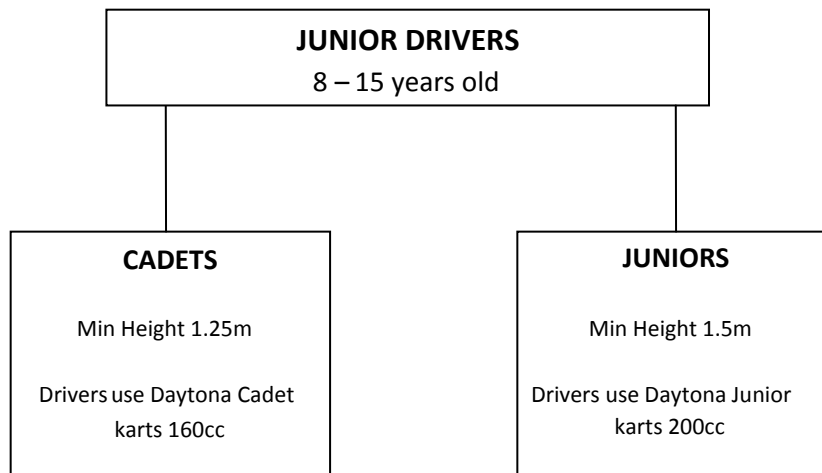
#### 2015 Season

The season will comprise of 11 rounds with the top 9 to count. This enables a competitor to drop their two lowest scoring rounds and still have a chance at the championship.

#### Categories

##### Juniors and Cadets

This season will see 2 Championship classes, with drivers competing in either the Cadet or Junior class.

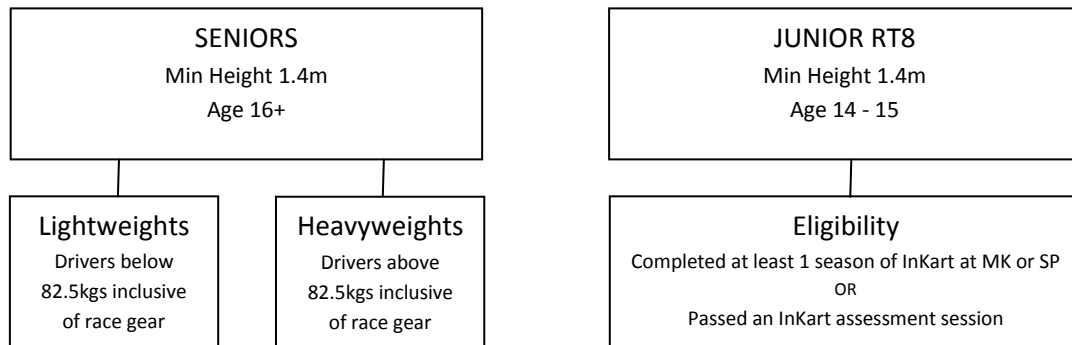


#### Eligibility

Junior drivers may only compete in the Championship if they have previously completed the Daytona Race School. If drivers, who do not fit into this category, feel they are fit to drive in the Championship, one can request an assessment prior to the season start. The Race Director will examine the skills of the driver and make a decision on their suitability for InKart. All junior drivers must fall into the 8-15 year old age band and reach the minimum height to compete. Drivers who turn 16 years during the season will have the choice which class they want to race in, following permission from the InKart Race Director.

## Junior RT8 and Seniors

The lightweight category will be classed as any driver below 82.5KG including all of their race gear. If a driver exceeds this weight limit they will be placed in the heavyweight category.



## Junior RT8 Eligibility

Junior drivers may only compete in the RT8 Championship if they have previously completed a full season of InKart at either Daytona Sandown Park or Daytona Milton Keynes. Again, if drivers do not fulfil these criteria but feel they are fit to drive in the Championship, they can request an assessment prior to joining any races. The Race Director will examine the skills of the driver and make a decision on their suitability for InKart. All junior RT8 drivers must fall into the 14-15 year old age band and reach the minimum height to compete. If at the lower end of the height range, it is advised to organise a seat fitting.

## Format and Points

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

Practice will last approximately 3 laps. All drivers in each class must attend practice; otherwise they will not be permitted to race.

All drivers will compete in 3 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 3. Points for the heats will be scored as follows:

<b>Heats</b>	
1 <sup>st</sup> -	25 points
2 <sup>nd</sup> -	23 points
3 <sup>rd</sup> -	21 points
4 <sup>th</sup> -	20 points
5 <sup>th</sup> -	19 points

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

Every driver will compete in a final. Again, this will depend on the entry level on the day. The top point scorers will go through to an A Final. The next set will participate in a B Final and when necessary, a C Final. Points for the finals will be awarded as follows:

## **Seniors**

### **A Final**

1 <sup>st</sup>	100 points
2 <sup>nd</sup>	95 points
3 <sup>rd</sup>	90 points
4 <sup>th</sup>	89 points
5 <sup>th</sup>	88 points
6 <sup>th</sup>	87 points

### **B Final**

2 <sup>nd</sup>	80 points
3 <sup>rd</sup>	75 points
4 <sup>th</sup>	70 points
5 <sup>th</sup>	69 points
6 <sup>th</sup>	68 points

### **C Final**

2 <sup>nd</sup>	60 points
3 <sup>rd</sup>	55 points
4 <sup>th</sup> 75	50 points
5 <sup>th</sup>	49 points
6 <sup>th</sup>	48 points

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

## **Cadets, Juniors and Junior RT8**

### **A Final**

1 <sup>st</sup>	100 points
2 <sup>nd</sup>	95 points
3 <sup>rd</sup>	90 points
4 <sup>th</sup>	89 points
5 <sup>th</sup>	88 points

### **B Final**

2 <sup>nd</sup>	80 points
3 <sup>rd</sup>	75 points
4 <sup>th</sup>	70 points
5 <sup>th</sup>	69 points
6 <sup>th</sup>	68 points

### **C Final**

2 <sup>nd</sup>	60 points
3 <sup>rd</sup>	55 points
4 <sup>th</sup>	50 points
5 <sup>th</sup>	49 points
6 <sup>th</sup>	48 points

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

The winner of the B Final will join the back of the grid of the A Final as does the winner of the C Final to the back of the grid of the B final. No points are issued for 1<sup>st</sup> place in B or C final races. Therefore the first point scoring position for the B and C Final will be 2<sup>nd</sup> place winners.

Please note that any driver who has broken any rule or who has demonstrated bad behaviour on or off the track will face points being deducted.

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.

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 once the two lowest have been removed to determine the Championship winners.

Should drivers be on equal points once the two lowest rounds have been dropped then the driver who has the most round wins across the entire season will be the victor. Should this not split the drivers it will then fall to the most 'best laps of the round' and this will again be decided across the entire season.

Race durations may change month to month depending on the circuit layout. The weather too may alter race length. Competitors will be advised on the morning. The Race Director however may decide to alter the race length at any point. Reasons will be given if this occurs.

## **Trophies**

Trophies will be awarded to the top 3 drivers in the A Final of each class. End of season trophies will be awarded to the top 3 drivers from each class and these will be presented at the InKart Festival in December.

## **Race Day Programme**

Every round will be held on the last Sunday of each month (unless stated otherwise).

All drivers must be pre-booked in to the event no later than close of business on the Friday prior to the race.

## **Sign In on Race Days**

All Junior drivers (Cadets, Juniors and Junior RT8) must be signed in at reception no later than 9:30am on Sunday morning. The venue will be open from 8:30am. Any driver who fails to sign in before 9:30am will not be allowed to race.

All Senior drivers must be signed in at reception no later than 2.45pm on Sunday afternoon. Any driver who fails to sign in before this time will not be allowed to race.

## **Driving Standards**

### **Penalty Board**

For any offence considered a black flag offence, the driver will receive a Penalty Board. This indicates a 5 place position drop from the position that the driver finishes in. 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.

### **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 even a penalty board.

### **Kerbing**

The kerbs are off the circuit and not part of the racing surface. Any driver observed using the kerbs and having one or more wheel off the racing surface 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. It will be assumed that the use of the kerbs implies that a driver is unable to control the kart within the race environment. Alternatively, it can also be regarded as driving outside of the boundaries of the circuit, to gain an unfair advantage. In both instances, he/she may receive a "Go To Pits" board or even disqualified 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.

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 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.

### **Standing Starts – Cadet and Junior Races ONLY**

All Cadet and Junior races will be starting 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. This should eradicate any false starts. If any driver is deemed to jump the start by the Start Line marshal, they will receive a penalty.

### **Rolling Starts – Junior RT8 and Senior Championship ONLY**

All Junior RT8 and Senior races will be started with a rolling grid formation.

Karts will be driven from the pit lane to a "dummy grid" where the karts will be placed in their grid positions, where each row of the grid must be a karts length apart and be maintained throughout the rolling lap. The dummy grid location will depend on the circuit layout on the day and will be explained in the briefing.

It is the responsibility of the driver in pole position to control the speed of the formation to the start line. Driving too fast will result in the grid being too spread out and a false start. Speed should be around  $\frac{1}{4}$  of full race speed to ensure fairness.

It is up to the drivers on the front row of the grid to remain level with each other to ensure a fair start; other drivers from the second row back are responsible for maintaining a kart length from the kart in front. The green flag will be raised if the Start Line marshal is happy with the grid formation as they approach the first cone.  $\frac{1}{4}$  Racing speed must be maintained

until the Start line marshal waves the green lights/flag which will be the first signal to begin accelerating for the start of the race.

The false start procedure will be a static green flag with a yellow chevron held at the first marshal post, along with a hand signal that will be demonstrated in the briefing; the whole circuit will be under full course yellow conditions. In this case all drivers should stay in formation and make their way around the circuit slowly back to the dummy grid location, where the grid will be stopped.

Any drivers prompting more than 1 false start will on the 2<sup>nd</sup> occasion start from the back of the grid as must drivers who spin out or bump other drivers after the false start flag has been shown.

There will be no overtaking until the karts have crossed the start line. Any driver overtaking before the line or changing lanes (hence the presence of the cones) will trigger a false start. Any additional rolling up laps will be deducted from the race distance.

### **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.**

If the kart is off the circuit, the driver should remain seated until given outside assistance or instructions from the marshal.

### **Mechanical Failure**

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

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.

## **Flag Signals & Lights**

### **Green Light**

On approach to the start line 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 flag with yellow chevron**

A green flag with yellow chevron will be displayed to indicate there has been a false start, this will be accompanied with a hand signal (as demonstrated in the briefing) from the track staff.

### **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 as follows:

1<sup>st</sup> Offence – 5 point penalty

2<sup>nd</sup> Offence – 10 point penalty

3<sup>rd</sup> Offence – A further 10 point penalty and relegated to the back off the grid for all heats in the next championship round.

### **Blue flag**

This indicates that you are about to be lapped, karts in a higher position are approaching from behind & may wish to overtake you. It is the responsibility of the driver overtaking to ensure it is a safe & fair manoeuvre.

### **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.

### **GO TO PITS board**

This may be issued at the Race Director's discretion if a kart or driver is deemed to be too dangerous to continue.

### **Weights**

All drivers will be weighed in at the first round of the Championship. Drivers joining the series at a later date will be weighed and added to the appropriate class.

Drivers will be weighed at every round. Drivers who are found to have changed weight categories will have to move into the correct weight class and will be able to take their points to the new category once.

### **Cameras and Communication equipment**

Camera equipment may be used with the Race Director's approval. No cameras may be attached directly to the kart and must be securely fixed; any damage is the responsibility of the owner. Any camera footage required by the Race Director must be submitted upon request.

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.

### **Novice Junior drivers**

All junior drivers who are new to the InKart Championship must start at the back of their heats for the first round they compete in. This is to ease their entrance into the championship.

### **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.

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. Any Appeals during the heats will be investigated before moving onto the Finals. Any appeals made during the finals will be investigated after the Podium Presentations. 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 given to the Royal Air Ambulance charity.

Arguments and disputes towards other drivers or staff of Daytona SP 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 finals are preliminary for 30 minutes after the podium presentation. This is to allow time to discuss any issue that might have occurred during the Final.

Let us all work together to make this the most successful and enjoyable season of the InKart Championship yet and encourage those who still have a bit to learn to be just as much on the pace as the more expert drivers.

Good Luck. Enjoy your racing!

**Daytona Sandown Park Race Team**