



International InKart Championship Rules & Regulations

Daytona Milton Keynes

I would firstly like to take the opportunity of welcoming you to the 2017 InKart Championship at Daytona Milton Keynes. The Championship will be contested over eleven rounds, scheduled on either the 2nd or 3rd Sunday of the month, with a driver's Top 9 scores counting towards the final Championship Standings. All drivers will compete in Daytona's single engine Sodi kart fleet and race on variations of the International Circuit.

Drivers will be permitted to join the series at any point throughout the championship so please make everyone feel welcome!

The 2017 Season

The season will comprise of 11 rounds, with the top 9 scoring rounds to count to the Championship. This enables a competitor to miss 2 rounds and still stand a chance of success. There will also be a festival round where the Championship trophies will be given out.

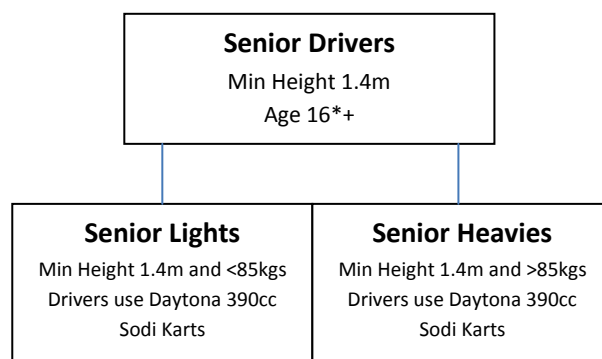
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| Round 1 – 15 th Jan | Round 7 – 9 th July |
| Round 2 – 12 th Feb | Round 8 – 13 th August |
| Round 3 – 12 th March | Round 9 – 10 th September |
| Round 4 – 9 th April | Round 10 – 15 th October |
| Round 5 – 21 st May | Round 11 – 12 th November |
| Round 6 – 18 th June | Festival – 10 th December |

Please read the calendar carefully, as rounds do alternate between the 2nd and 3rd Sunday of the month throughout the year.

For the 2017 season, 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 driver aged 16 or above will be eligible to enter into the Senior InKart Championship.

*Drivers aged 14 or 15, who are Daytona Race School Graduates or have proven race experience, may compete in the Senior Championship, with the Race Director's approval on completion of an assessment.

Drivers weighing less than 85kgs including all of their race gear will be placed in the Lights Category, drivers 85kgs and over, will be placed in the Heavies category.

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

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. Points will be able to be transferred across categories once prior to Round 6, but not from that point onwards.

The Format

This year sees a new format for the Championship.

All drivers (both Lights and Heavies) will leave the Pit Lane at 5 second intervals for the Super Pole qualifying session. Drivers will have one out-lap, followed by one flying lap. The lap-time set on their flying lap will determine their grid position for the first race. Upon completion of a drivers flying lap, they will return to the Pit Lane.

All races will commence from a rolling start. If any driver is deemed to jump the start by the Start Line marshal, they will receive a penalty.

All drivers will compete in two 10 minute points scoring heats; the grid for the first race will be determined by the laps set in the Super Pole Qualifying session, and the grid for the second race will be a reversal of the Super Pole session. Points for the heats will be scored as follows:

Heats

| | |
|-----------------|------------------|
| 1st – 50 points | 6th – 36 points |
| 2nd – 45 points | 7th – 34 points |
| 3rd – 42 points | 8th – 32 points |
| 4th – 40 points | 9th – 30 points |
| 5th – 38 points | 10th – 29 points |

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

The points scored in the two heats will determine the grid for a 15 minute Grand Final.



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 – 100 points | 6th – 72 points |
| 2nd – 90 points | 7th – 68 points |
| 3rd – 84 points | 8th – 64 points |
| 4th – 80 points | 9th – 60 points |
| 5th – 76 points | 10th – 58 points |

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

The Points shown in the Championship Tables will be reflective of the position in Class that each driver achieved. For e.g. if a Heavy driver finished 3rd overall in the Final, but 1st in class, they would score 100 points for their Championship Standing, not 84.

Kart Performance and Selection

Please note that Daytona takes pride in ensuring their responsibility that each individual kart that is used on circuit is performing at its optimum level and that across the board, the entire fleet performs as evenly and fairly as possible.

Daytona will test the fleet prior to each round. Unless brought to the attention of the track team at the end of a race, all karts will be deemed good to use. No drivers will be allowed to use a different kart upon request.

Kart Issues

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.



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.

Should a driver receive 2 Penalty Boards in one Race Meeting, they will score 0 points for the Heat or Final they receive the 2nd penalty in.

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

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 penalty (black flag).

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, the driver may receive a Penalty 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.

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.

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 donated to charity.



Arguments and disputes towards other drivers or staff of Daytona Milton Keynes 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.

Use of Video Cameras

Drivers are welcome to use video cameras on the proviso that video footage must be submitted to Daytona Race Officials upon demand.

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.

In Closing

The InKart Championship will be 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.

I look forward to the coming season of the InKart Championship, and I hope you do too. Please address any comments or concerns to mark.wimblett@daytona.co.uk.

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