

MILTON KEYNES
INKART 
MILTON KEYNES

RULES
&
REGULATIONS

2024

SEASON 2



THE SEASON

The season will comprise of seven rounds, with the top six scoring rounds counting towards the final championship standings.

Round	Date	Circuit	Time	Format
1	04/05/2024	GP	08:15	Heats
2	11/05/2024	Alternate	08:15	CUP
3	19/05/2024	GP	09:00	CUP
4	01/06/2024	Alternate	08:15	Heats
5	08/06/2024	GP	08:15	Heats
6	07/07/2024	Alternate	09:00	CUP
7	27/07/2024	GP	08:15	CUP

Competitors and spectators/guardians must sign a 'Code of Conduct' before their season begins.

Please do not be late, failure to arrive on time will result in a forfeit of the booking and the opportunity to earn any points for that round. No refund can be offered.

CATEGORIES

Cadets & Junior karts will run on circuit together. At the beginning of the season the driver's category will be decided by their height.

ELIGIBILITY

All InKart drivers must fall into the 8-15 years age bracket and reach the minimum height to compete. Drivers must reach the designated height with their shoes on but not wearing their helmet.

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

Entry to the Championship will be determined by successful completion of one of two criteria: either graduating from Daytona's Race School or, for drivers with proven race experience, an InKart assessment.



FORMAT AND POINTS

There will be two formats for Inkart 2024 Season 2:

Heats Format

10 Minute Practice
2 x 10 Minute Heats
15 Minute Final Race

Each driver will be randomly assigned into a practice session and heats.

On completion of these heats, points earned will also dictate your position for the final race. The final race will start with the highest point scorers in the A final and lowest in the B final.

Drivers with equal points will be split by fastest lap in either heat. Once all heats are complete the finals will commence in a defined preset order. (These are shown on the calendar above)

Points available for the heats:

1 st	10	6 th	5
2 nd	9	7 th	4
3 rd	8	8 th	3
4 th	7	9 th	2
5 th	6	10 th	1

No points are awarded for finishing below 10th place in the heats.

Points available for the finals:

1 st	40	12 th	28
2 nd	38	13 th	27
3 rd	37	14 th	26
4 th	36	15 th	25
5 th	35	16 th	24
6 th	34	17 th	23
7 th	33	18 th	22
8 th	32	19 th	21
9 th	31	20 th	20
10 th	30	21 st	19
11 th	29	22 nd	18

The points available in the finals are cumulative. This means that in a field of 20 cadets and 2 finals, the winner of the B final would be awarded 29 points.



Points will be awarded per category.

A bonus one point will be awarded per class for the fastest lap in the finals.

At the end of the season, a driver's best 6 scores will be added together to determine the championship standings.

Please note that any driver who has broken any rule or who has demonstrated bad behavior on or off the track may face points being deducted and could be expelled from the championship, this also applies to their respective parents or guardians.

At the end of the season, should two drivers be on equal points, the driver who has the most round wins across the entire season will be placed first. Should this not split the drivers it will then fall to second place finishes, and then third place finishes if they are still not split. In a situation where this still does not determine a winner, then it will fall to the most 'Fastest Laps' across the season.

Cup Race Format

- 10 Minute Practice
- 5 Minute Qualifying
- 25 Minute Race

Once drivers are signed in, drivers will be randomly distributed into two groups, the drivers will then take to the track for a ten-minute Practice followed by a five-minute qualifying session. (Qualifying starts immediately after the ten-minute practice has finished, signaled via a green flag/digital flag at the start line.)

A driver's finishing position will determine whether they race in the A or B final. The race will be 25 minutes in duration.

Points available for the Race:

1 st	60	12 th	48
2 nd	58	13 th	47
3 rd	57	14 th	46
4 th	56	15 th	45
5 th	55	16 th	44
6 th	54	17 th	43
7 th	53	18 th	42
8 th	52	19 th	41
9 th	51	20 th	40
10 th	50	21 st	39
11 th	49	22 nd	38

A bonus one points will be awarded per class, for the fastest lap in the race.



Qualifying

Assuming a twelve-driver round, this is how qualifying would work:

Rank	Qualifying 1	Qualifying 2
P1	1:00:000	1:08:000
P2	1:00:800	1:08:800
P3	1:01:000	1:09:000
Etc.	Etc.	Etc.

Rank	Final A	Final B
Pole	P1 Qualifying 1	P4 Qualifying 1
2nd	P1 Qualifying 2	P4 Qualifying 2
3rd	P2 Qualifying 1	P5 Qualifying 1
4th	P2 Qualifying 2	P5 Qualifying 2
5th	P3 Qualifying 1	P6 Qualifying 1
6th	P3 Qualifying 2	P6 Qualifying 2

The front row of the A Final will the fastest driver from Qualifying 1, and the fastest driver from Qualifying 2.

The second row of the A Final will the second fastest driver from Qualifying 1, and the second fastest driver from Qualifying 2.

The third row of the A Final will the 3rd fastest driver from Qualifying 1, and the third fastest driver from Qualifying 2.

And so on.

Race Start Procedure:

Any drivers who spin on the out-lap for the heats will be given a one-point deduction in the championship standings. Any drivers who spin on the out-lap for the finals must start the race from the back of the grid.

All races will commence from a standing start on the grid. Drivers will leave the pit-lane and be directed to their starting position on the grid by the track marshals. Any driver who spins on the out lap for one of the finals will start from the back of the grid. Once the final driver has assumed their correct position on the grid, the start of the race will be signaled by the digi-flag with a five-light sequence, lights out is the signal to start the race. There will be two separate race starts, Juniors will start first then followed by a



second for Cadets. If any driver is deemed to jump the start by the start line marshal, they will receive a black flag and need to return to the pits for a penalty.

The Junior class will lead from the front of the grid, Cadet class grid forming up behind. There will then be a staggered start between each class.

DRIVING STANDARDS

Penalties

Drivers may receive a position penalty at the end of the race if they are deemed to be committing an offence. The offences and penalties attached are:

Jump Start – If a driver begins to accelerate before the lights go out on the gantry, the driver will receive a three-position penalty.

Advantage by contact, bump and pass – If a driver has contact with another driver and causes them to gain the position, the offending driver will receive a one position penalty. If the offending driver gives the position back, no penalty will be given.

Advantage by contact, take-out – If a driver has contact with another driver causing them to go off-track, spin and/or get stuck on track, the offending driver will receive a three-position penalty. If the offending driver gives the position back, no penalty will be given.

Overtaking under yellows – If a driver overtakes another driver under yellows, the offending driver will receive a one-position penalty. If the offending driver gives the position back, no penalty will be given.

Speeding under yellows – If a driver is deemed to be speeding under yellows, the offending driver will receive a one-position penalty.

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).



Track Limits

Any driver observed putting more than two wheels on the kerbs will face a warning by the issue of a “Track limits” board being displayed. Repetitive use of the kerbs will result in a penalty or disqualification. Drivers will be warned/penalised as follows:

- 1st Offence - ‘Track Limits’ board
- 2nd Offence - ‘Track Limits’ board
- 3rd Offence - ‘Track Limits’ board with black and white diagonal flag
- 4th Offence - Black flag

It will be assumed that any driver who is continuously exceeding the track limits is either unable to control the kart or trying 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

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 into a corner may not expect to complete the maneuver 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 as a result.

Drivers may also be penalised for excessive weaving under yellows and during formation laps.

Drivers may also be penalised if they do not leave enough room for another driver during an overtake.



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.

Black Flag Penalties

Black flags may be issued to a driver if they are deemed to be driving recklessly or dangerously and must be spoken to. Black flags may also be issued for repeated offences as listed above. A black flag may also be issued if a driver's equipment is deemed to be unsafe by the Race Director. In this instance, the driver will serve a black flag as normal and no changes will be made to the running order of the race.

MECHANICAL FAILURE

Drivers must use the kart they have been allocated.

A Drivers opportunity to raise concerns about a kart is during the untimed practice session, prior to the chequered flag being issued. Once the untimed practice has finished, it will be assumed that they are satisfied with their kart. Drivers may only raise issues with a kart if they have concrete and material issues with a kart.

If a driver experiences issues with a kart during practice they should return to the pits. The kart will be inspected by an engineer and the kart may be tested by a kart test driver. If a kart swap is deemed necessary by the Race Director a different kart will be allocated. Provided the driver completes an out lap a complete lap and an in lap in either kart during practice/qualifying no other time/laps will be allocated to the driver.

If the Race Director determines that a replacement kart is not necessary the kart will be returned to the driver. If practice has finished at that point the drive will then continue to take part in the event provided they have completed practice as proscribed above in whatever kart is allocated to the driver. If a driver has not completed the practice requirements further time will be allocated.

It is suggested that any driver having an issue with a kart should return to the pits as early in the session as possible.



Karts that are found to have issues will be removed from the spares line up.

FLAGS, SIGNALS & LIGHTS

Green Flag

Once formed up on the grid, the green flag will be waved signaling 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;

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.

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.

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.

All appeals will be subject to a fee of £25.00 to be paid in advance of the appeal being made. All appeals must be made within ten minutes of the end of the race concerned. Competitors must remain onsite. 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 behavior 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.

Decisions on appeals will be reached before the beginning of the following round.

RULE AMMENDMENTS

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

We look forward to the coming season of the InKart Championship, and we hope you do too. Please address any comments or concerns to liam.sewell@daytona.co.uk

Team Daytona Motorsport Sandown Park