

MILTON KEYNES
INKART 
MILTON KEYNES

**RULES
&
REGULATIONS**

2025

SEASON ONE

THE SEASON

Season One 2025 will take place over eight rounds. A driver's best six scores will be counted towards their final championship classification.

Round	Date	Circuit	Arrival Time	Format
1	Sunday, 12 January	International	09:00AM	Cup
2	Sunday, 26 January	Linkback & Cliff Drop	09:00AM	Heats
3	Sunday, 23 February	Bus Stop	09:00AM	Cup
4	Sunday, 23 March	Cliff Drop & Bus Stop	09:00AM	Heats
5	Sunday, 27 April	Linkback & Cliff Drop	09:00AM	Cup
6	Sunday, 18 May	Bus Stop	09:00AM	Heats
7	Sunday, 8 June	Cliff Drop & Bus Stop	09:00AM	Cup
8	Sunday, 13 July	International	09:00AM	Heats

CATEGORIES

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

ELIGIBILITY

Drivers currently 8-15 years age and who reach the minimum height to compete are eligible. Drivers must reach the designated height with their shoes on but not wearing their helmet. The minimum height for Cadets is 125cm and for Juniors 150cm.

If at the lower end of the height range, it is advised to organise a seat fitting. Please call the sales line 033 033 27870 or email championships@daytona.co.uk to arrange if necessary.

Entry to the Championship will be determined by successful completion of one of two criteria: either graduating from Daytona Motorsport's Race School or for drivers with proven race experience, an InKart Assessment. This can be arranged by calling 03303327870 or emailing championships@daytona.co.uk.

RACE FORMATS

There are two formats for InKart 2025 Season One:

HEATS

- 10-minute practice
- Two x 10-minute heats - Drivers assigned to two of four fairly allocated grids.
- 15-minute final race - positions based on points scored in Heats.

Each driver will be randomly assigned into a practice session and heats. Points will be scored throughout the heats and the scores will be totalled determining positions for the finals.

Drivers with equal points will be split by their fastest lap in the heats. If this fails to determine an order the earlier fast lap will determine.

CUP

- 15-minute practice
- 5-minute qualifying
- 25-minute race

Ten-minute practice followed by a five-minute qualifying session. Qualifying starts immediately after the ten-minute practice has finished, signalled via a green flag/digital flag at the start line. Driver's Lap time in the qualifying will determine whether the driver races in the A or B Final with grid positions being the fastest from each qualifying session taking P1 and P2 on the grid (Decided on fastest lap time in qualifying between the two drivers) and the second fastest taking P3 and P4 on the grid and so on and so forth. The race will be 25 minutes in duration.

The race start procedure is the same across formats and is detailed later in these regulations.

In both formats, the winner of the B-Final will be promoted into the A-Final.

POINTS

Points are awarded per class per round, the points available are:

Heats Format: Point Scheme			
1 st	10 points	1 st	40 points
2 nd	9 points	2 nd	37 points
3 rd	8 points	3 rd	35 points
4 th	7 points	4 th	34 points
5 th	6 points	5 th	33 points
6 th	5 points	6 th	32 points
7 th	4 points	7 th	31 points
8 th	3 points	8 th	30 points
9 th	2 points	9 th	29 points
10 th	1 point	10 th	28 points
and so on down			

Cup Format: Point Scheme	
1 st	60 points
2 nd	57 points
3 rd	55 points
4 th	54 points
5 th	53 points
6 th	52 points
7 th	51 points
8 th	50 points
9 th	49 points
10 th	48 points
and so on down	

A bonus point will be awarded per class, per round, for the fastest lap in the final.

Points scored in the two finals will be cumulative, so if there are five drivers in the A-Final, first place in the B-Final will score points for sixth place.

Drivers who do not complete the race will not be eligible for points and will score zero for that heat.

At the end of the season, countback will be used as a tiebreaker for anyone equal on points. This means most wins, second places, thirds, etc.

Equipment

Drivers may supply their own race equipment

Race suits must comply with at least **FIA-CIK 8876-2018** or FIA Standard 8877-2022 CIK level 2

Helmets

Full-faced helmets only - 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

Helmets must be in good condition with straps that are not frayed, no visible damage to straps or visor - visor must not be scratched. Tinted visors may not be used after dusk and or once circuit lights are switched on - all padding must be in place. Helmets must fit well.

Gloves must always be worn.

Drivers own equipment is their own responsibility and Daytona Motorsport accepts no responsibility or liability where drivers wear their own equipment. It is the drivers responsibility to ensure that their equipment meets the above standard. Where drivers are below the age of legal responsibility it is the parents responsibility to ensure that equipment meets the above specification.

KART SWAPS & MECHANICAL FAILURES

Drivers must use the kart that they have been allocated.

A driver's opportunity to raise concerns about their kart is during the practice session, within a timeframe deemed reasonable by race control. Drivers may only raise issues with their kart if they have concrete and material issues with it.

If a driver experiences an issue with their kart during practice, they should return to the pits. The kart will be tested by the designated kart tester and may be inspected by an engineer. If a swap is deemed necessary by the Race Director, a different kart will be allocated. If the Race Director determines that a replacement kart is not necessary, the kart will be returned to the driver.

Any driver who has an issue with their kart should only return to the pits after they have completed a 'flying lap' during the practice session. In other words, they must have completed an out lap, timed lap, and in lap.

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

RACE START PROCEDURE

Once all drivers have been organised into their grid order, the race will begin via a standing start. All drivers must ensure that their bumper is within the confines of their grid spot. The digital board will display a lights sequence, and once five lights go out the digital flag will show green. That is the signal for the race to start.

In the event of a signal failure the race start may be indicated by a green flag which will wave and then drop – the drop is race start.

If a driver spins on their way to the grid they will start from the back of the grid.

If there is a kart breakdown within the first lap, the race will be re-gridded.

When the race starts, drivers may not deviate from their side of the track or go outside of the “tram lines” until they have passed the start line. In absence of tram lines, the grid spots dictate the width of the limits.

FLAGS SIGNALS & LIGHTS

YELLOW FLAG/STROBE

This indicates that there is an incident ahead. A driver must slow to half racing speed and ensure that they do not overtake.

- **Waved yellow** - Any waved yellow flag indicates a local incident. You may not race until you have passed the incident and checked that the following strobe/marshal post/circuit is clear.
- **Static yellow** - This indicates that the circuit is under Full Course Yellow conditions, and no racing may occur until yellow flags & strobes are removed and a green flag/strobe is waved by the marshals.

RED FLAG/STROBE

Race stopped – bring the kart to a controlled but immediate stop. Do not overtake anyone.

If the race is able to resume the race will be restarted under Full Course Yellow flags and lights with all drivers in their original positions and gaps should time allow. If the race time is close to conclusion the Race Director may allow bunching and or abort the race early. Drivers will be advised via marshals and vis digital flags as to the restart procedure. Drivers circulate under full course yellow until green flags and lights are shown at all marshal posts signifying race restart.

BLACK AND WHITE DIAGONAL FLAG

A black and white diagonal flag may be shown to indicate that a driver is on their final warning for their conduct on the circuit and could shortly be subject to being penalised. The flag will be shown with the kart number on the digital flags.

GO TO PITS BOARD

A 'Go To Pits' board may be used to call a driver into the pits at the Race Director's discretion.

CHEQUERED FLAG

Signals the finish of practice or race. Drivers to return to the pit lane under full course yellow conditions.

TROPHIES

Trophies will be awarded to the top three drivers in each class for the finishing position achieved in the Feature and Final Races. Championship trophies will be awarded to the top three in each class at the conclusion of the final round of the season.

DRIVING STANDARDS

OVERTAKING

For the purposes of Daytona Championships, the following rules regarding overtaking will apply:

An overtaking driver will be entitled to a kart width worth of space providing that they are 50% alongside the car that they are overtaking into the braking zone of a corner. Both drivers are required to leave a kart width for as long as they are 50% alongside each other.

TRACK LIMITS

Any driver putting a wheel(s) beyond the kerb will receive a warning on the digital flag comprising the driver number and the words "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 and black and white flag
 - 3rd Offence - 'Track Limits' and the word "penalty"
- A penalty may be imposed retrospectively

BLOCKING

All drivers are entitled to one defensive move. It is not permissible to change direction by moving across the racing line more than once, though the driver is permitted to move back to the racing line. If a driver does make more moves than

permitted, they will be penalised for blocking.

MECHANICALLY TAMPERING WITH KARTS

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

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

WEAVING

Drivers are permitted to weave whilst driving to the grid or under full course yellows to warm up their tyres. Drivers must stay in their half of the circuit and may not weave excessively. Any driver deemed to be weaving excessively may receive a penalty.

PENALTIES

Drivers may receive a position penalty at the end of the race if they are deemed to have committed an offense. Penalties are implemented in the order that they were committed. The offences and penalties attached are:

- **Jump start** – If a driver accelerates before the lights go out on the gantry, the driver will receive a three-position penalty. This also applies to breaking formation during a rolling start.
- **Advantage by contact (ABC), bump and pass** – If a driver has contact with another driver that causes them to gain the position, the offending driver will receive a one-position penalty. Should the position clearly be given back within one whole lap of the offense being committed, no penalty will be given.
- **Advantage by contact, take-out** – If a driver has contact with another driver that causes them to spin and/or get stuck, the offending driver will receive a three-position penalty. Should the position clearly be given back within one whole lap of the offense being committed, 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. Should the position clearly be given back within one whole lap of the offense being committed, 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.
- **Warning boards** – A driver is allowed to receive two of the same warning board (for example, track limits). Their third offence will be deemed a 'final warning' and displayed as such on the digital board. For every other warning of the same board that the driver receives, they will receive a one position penalty.

Please note that the Race Director can issue penalties that are not listed for any action that they deem necessary.

BLACK FLAG PENALTIES

Black flags may be issued at the Race Director's discretion to any driver that is deemed to be driving recklessly or dangerously and must be spoken to.

A black flag may also be issued in the case that a driver's equipment is deemed to be unsafe by the Race Director.

No change to the running order of the race will be made after any black flag procedure.

CAMERAS & COMMUNICATION EQUIPMENT

Drivers are welcome to use video cameras on the proviso that video footage must be submitted to Race Control upon request. Use of a camera is encouraged as it allows for use of the appeals system (as detailed below). Cameras can be rented from reception if required. Chest cameras are prohibited.

Drivers may not use communication equipment (I.E a radio headset).

DRIVER AND SPECTATOR BEHAVIOUR

The Race Director's decision is final and must be accepted as being so in good faith by the competitors and track officials.

Arguments and disputes with other drivers, associated spectators or staff of Daytona Motorsport by parents or other supporters and spectators may result in a points penalty or exclusion.

Drivers and supporters are reminded of the code of conduct, which must be signed at the start of the season.

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

Daytona Motorsport assumes no responsibility for any equipment, vehicles or personal possessions.

APPEALS AND PROTESTS

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 15 minutes of the end of the race concerned. An appeal form is available at reception which is to be filled in with the relevant information. Once the form has been filled in, it must be returned to reception, who will make the Race Director aware, and the fee paid.

All appeals will be investigated at the earliest opportunity. The results may be treated as provisional and subject to appeal.

Due to the potential effects on B and A final placings, any appeals made during the heats for InKart will be investigated in the gap between the last heat and the first final where possible.

Once a decision has been reached, it will be communicated to the relevant parties by the Race Director.

Should an appeal or protest be judged to be successful by the Race Director, the fee will be refunded. If it is not successful, the fee will be donated to charity.

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 claimant is there to support. In extreme cases this may result in exclusion from the championship altogether, at the discretion of Daytona Motorsport.

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

Decisions on appeals will be reached before the championship standings are released.

RULE AMENDMENTS

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

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

Daytona Motorsport