

MILTON KEYNES
INKART 
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**RULES
&
REGULATIONS**

2026

SEASON 2

1. GENERAL

1.1 CALENDAR

Date	Round	Format	Layout
Sunday, 6th September Arrival time: 9:00	1	Cup	International
Sunday, 4th October Arrival time: 9:00	2	Heats	Linkback / Cliff Drop
Sunday, 25th October Arrival time: 15:00	3	Cup	Bus Stop
Sunday, 8th November Arrival time: 9:00	4	Heats	Cliff Drop / Bus Stop
Sunday, 6th December Arrival time: 9:00	5	Cup	Linkback / Cliff Drop
Sunday, 20th December Arrival time: 9:00	6	Heats	Bus Stop
Sunday, 10th January Arrival time: 9:00	7	Cup	Cliff Drop / Bus Stop
Sunday, 24th January Arrival time: 9:00	8	Heats	International

The season will be contested over eight rounds, with a driver's best six scores counting towards their final championship standings (two drop rounds).

1.2 CATEGORIES

There are two categories that will run as separate championships:

- Cadets
- Juniors

Both categories 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.

1.3 ELIGIBILITY

Drivers currently 8-15 years of 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 145cm for Juniors.

If at the lower end of the height range, it is advised to organise a seat fitting by emailing championships@daytona.co.uk

Entry to the championship for drivers under the age of 14 is also determined by the successful completion of one of two criteria:

- Graduation from Daytona Motorsports Race School
- InKart Assessment

Either of these can be arranged by calling **033 033 27870** or emailing championships@daytona.co.uk

2. EQUIPMENT

2.1 RACE SUITS / HELMETS / GLOVES

Drivers are responsible for their own equipment and ensuring it is fastened and secured properly before entering the pitlane and whilst driving.

Daytona can provide race suits, helmets and gloves to 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

While all rounds will take place during daylight, 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 when in the pitlane or whilst driving.

FOOTWEAR

Sensible footwear is required. Racing boots with ankle protection are recommended. Racing boots are recommended. Trainers are acceptable. Open-toed footwear is not permitted.

NECK BRACES

All drivers must wear a neck brace. It is recommended to bring your own.

Daytona has a limited supply if required.

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 'Appeals'). **Refusal to provide video footage will result in a round disqualification.** Cameras must be helmet mounted. Viewpoint cameras can be hired from reception (£10).

Communication Equipment such as radios, are not permitted.

3. EVENT FORMATS

3.1 KART ALLOCATION

All karts will be allocated randomly from the preselected kart lineup.

3.2 RACE FORMATS

InKart Season 2 will consist of two formats. When necessary, each format will run an A and B final which is determined by the number of entries.

CUP FORMAT

- 15-minute Practice
- 5-minute Qualifying
- 25-minute Final Race

The maximum grid size for Cadets and Juniors is 12 drivers per class.

If the number of entries exceeds this number, then the event will be split into an AB format.

The group will be split into two practice / qualifying groups. For Round 1, this will be entirely random. From Round 2, this will be done by alternating the championship order. The qualifying lap times will determine whether the drivers race in the A or B final.

The fastest drivers from each qualifying session will form the front row of the A final. P1 and P2 are decided by the fastest lap between the two drivers. The second fastest drivers from each practice session form the second row of the grid and so on.

If there are an uneven number of drivers, then the B Final will have one driver more than the A final before promotions. The winner of the B Final will be promoted into the A Final.

HEATS FORMAT

- 10-Minute practice
- Two x 10-Minute heats – random grid, then reverse grid.
- 15-Minute final – grid determined by points accumulated in heats.

The maximum grid size for Cadets and Juniors is 12 drivers per class.

If the number of entries exceeds this number, then the event will be split into an AB format.

The group will be split into two practice / heat groups. For Round 1, this will be entirely random. From Round 2, this will be done by alternating the championship order.

Points will be scored throughout the heats which will determine the grid positions for the A and B final. If two or more drivers are tied on points scored, then fastest laps will be used to determine the grid positions. If two or more drivers have scored zero points in the heats, then an average of their finishing position from the heats will be used to determine their finishing position.

If there is an uneven number of drivers, then the B Final will have one driver more than the A final before promotions. The winner of the B Final will be promoted into the A Final.

3.3 RACE START PROCEDURE

Daytona operates the same start procedure for both Cadets and Juniors.

The drivers will be lined up on the start grid for a standing start. Juniors will form at the front of the grid, with Cadets gridded up behind with a gap to the Juniors. Drivers must

have their front bumper behind the grid box. When the start sequence is initialised, five red lights will illuminate sequentially on the digital flag. These will then go out signalling the start of the race for the Junior grid. Drivers must stay between the tram lines (in the absence of tram lines, the width of the grid spots dictates the limits) until they have crossed the start line. In the event of an electrical failure or similar the race will be started by the waving and then dropping of a green flag at the start post. The dropping of the flag is the start signal if the flag is used. The start sequence is then initialised for a second time for the start of the Cadet race, following the same rules.

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.

3.4 KART SWAPS & 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, given that they 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.

3.5 POINTS

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

Heats Format: Point Scheme				Cup Format: Point Scheme	
Per Heat		Final		Final	
1st	10 points	1st	40 points	1st	60 points
2nd	9 points	2nd	37 points	2nd	57 points
3rd	8 points	3rd	35 points	3rd	55 points
4th	7 points	4th	34 points	4th	54 points
5th	6 points	5th	33 points	5th	53 points
6th	5 points	6th	32 points	6th	52 points
7th	4 points	7th	31 points	7th	51 points
8th	3 points	8th	30 points	8th	50 points
9th	2 points	9th	29 points	9th	49 points
10th	1 point	10th	28 points	10th	48 points
		and so on down		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.

3.6 TROPHIES

For each round, trophies will be awarded to the top three drivers in each category based on their finishing position in the final race. If a B final is raced, the top three drivers will receive medals.

Trophies will be awarded to the top three drivers in each category for the overall championship based on total points at the end of the season.

If at the end of the season two or more drivers are tied for points, then the position will be decided using a countback as a tiebreaker. This means most wins, second places, third places in relation to the drivers finishing position for each round.

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 the race 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 DRIVING STANDARDS & PENALTIES

Kart racing is a non-contact sport. For the purposes of Daytona championships and endurance races, the following driving standards apply:

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' in 'Driving Standards').

TRACK LIMITS - Any driver putting a wheel(s) beyond a 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 different 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 'Race Start Procedure') 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
- Carburetor 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 ('SUY') - If a driver spins their kart under yellow conditions, they will receive a penalty.

The Race Director reserves the right to impose penalties for any conduct or circumstance not expressly covered by these rules, where deemed necessary.

4.3 APPEALS AND PROTESTS

Appeals must be made within 15 minutes of the driver in question leaving the circuit. Please be aware that appeals are only for major incidents that a driver feels has been missed on circuit by Race Control. Therefore, appeals must be accompanied by 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.

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!