

**SANDDOWN PARK**  
**JUNIOR SPRINT**  
**LEAGUE** >> **PARK**

**RULES**  
**&**  
**REGULATIONS**

**2024**

**SEASON 1**



## THE SEASON

The season will be contested of 9 rounds, with a driver's best 8 scores counting towards their final Championship Standings.

Round	Date	Circuit	Time
1	14/01/2024	Alternate	12:40pm
2	27/01/2024	GP	12:00pm
3	10/02/2024	GP	12:30pm
4	18/02/2024	Alternate	14:00pm
5	02/03/2024	GP	12:15pm
6	17/03/2024	Alternate	12:30pm
7	30/03/2024	GP	12:30pm

---

## ELIGIBILITY

Only drivers approved through a private tuition, or the Junior Sprint League assessment are eligible to take part in the championship.

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

---

## FORMAT & POINTS

Drivers will take to the circuit together for a 10-minute practice/qualifying session.

At the end of the session, the drivers will then be sent round towards the back straight. They will be sent towards the grid in their qualifying order and the race will begin as a standing start.

The drivers will see 5 lights appear on the gantry. They will each light up one at a time. As soon as they go out, this marks the beginning of the race. In the event of a failure of the lights system, a green flag will be waved to indicate the start of the race.



The race will then be 20 minutes long. The race end will be signalled by the waving of the chequered flag.

Points will be awarded per round as follows:

**Round Points**

1st - 50 points	6th - 44 points
2nd - 48 points	7th - 43 points
3rd - 47 points	8th - 42 points
4th - 46 points	9th - 41 points
5th - 45 points	10th - 40 points

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

A bonus 1 point will be awarded per round for the Fastest Lap in the race.

Drivers who do not complete the race will not be eligible for points and will be attributed zero points for the round. (Serious mechanical failure will not be counted as a DNF).

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, a driver's best 8 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 behaviour on or off the track may face points being deducted.

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.



## Trophies

Trophies will be awarded to the top 3 drivers per round. Championship trophies will be awarded to the top 3 in each class at the conclusion of the final round of the season.

---

## **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 3-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 1-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 3-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 1-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 1-position penalty.

### Contact

Karting is a non-contact sport, and this will be strictly adhered to in the 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.

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 2 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:

1<sup>st</sup> Offence - ‘Track Limits’ board

2<sup>nd</sup> Offence - ‘Track Limits’ board

3<sup>rd</sup> Offence - ‘Track Limits’ board with black and white diagonal flag

4<sup>th</sup> 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**

This is always a highly disputed issue but for the purposes of the 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.

### **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 their 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 driver 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.

---

## **FLAG SIGNALS & LIGHTS**

### **Race Start Procedure**

Once drivers have been organised into their grid order, the race will begin via a standing start. The five lights on the gantry will light up one at a time. As soon as the five lights



go out, this signals the race start. In the event of a light failure a green flag will be waved signalling 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;

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.

### **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.





### **Black Flag**

The Race Director may issue a black flag if they deem the recipient's driving to be too dangerous or reckless.

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.

### **GO TO PITS board**

This may be issued at the Race Director's discretion if they suspect there is (or there clearly is) damage to a kart.

---

## **CAMERAS & 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.

---

## **DRIVER & SPECTATOR BEHAVIOUR**

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.

Arguments and disputes with other drivers, associated spectators or staff of Daytona Milton Keynes by parents or other supporters and spectators will not be tolerated and may result in a points penalty or ban (subject to severity).

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



---

## **APPEALS & 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 10 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 Milton Keynes 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 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.

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**

I look forward to the coming season of the Super Champs, and I hope you do too. Please address any comments or concerns to [Morgan.Perkins@daytona.co.uk](mailto:Morgan.Perkins@daytona.co.uk)

Morgan Bowen-Perkins  
Championship Coordinator  
Daytona Motorsport