

SANDDOWN PARK
SUPERCHAMPS >>>
SANDDOWN PARK

RULES
&
REGULATIONS

DMAX CATEGORY

2024

SEASON 2



THE SEASON

The season will be contested over seven rounds, with a driver's best six scores counting towards their final championship standings.

Round	Date	Circuit	Time	Format
1	28/04/2024	GP	10:00	Heats
2	12/05/2024	Alternate	10:00	D40
3	02/06/2024	Alternate	10:00	GP
4	09/06/2024	GP	10:00	D40
5	30/06/2024	GP	10:00	GP
6	14/07/2024	GP	10:00	D40
7	28/07/2024	Alternate	10:00	Heats

CATEGORIES

There are two championship classes; Lightweights and Heavyweights.

<p>Lightweights >70kgs <85kgs inc all race gear</p>	<p>Heavyweights 85kgs+ inc all race gear</p>
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ELIGIBILITY

Only experienced drivers aged 16+ will be eligible to enter the SuperChamps series. (Drivers who are not of age but have been approved to race DMAX will be allowed to enter).

All drivers will be weighed in for the first round, this will determine their weight class for the championship. Drivers requiring ballast will be able to collect their ballast from the weighbridge prior to each round.

Racing weights will be 70kg for Lightweights, and 85kgs for Heavyweights.



Daytona can supply limited ballast for drivers, please contact liam.sewell@daytona.co.uk to ensure availability.

For the Heavweights, drivers can carry no more than 16kgs of ballast to achieve the 85kgs minimum weight for the season.

Daytona's DMAX run a Tillet XXL seat.

If at the lower end of the height range, it is advised to organise a seat fitting.
If at the lower end of the weight range, please do contact us for advice on how to achieve the minimum weight limit.

Daytona have a limited number of foam seat inserts available for drivers which all vary in weight slightly but are all around 2kg.

All drivers will be weighed in after each heat/round, any drivers found underweight will be disqualified from the round.

THE FORMAT

There will be three formats for SuperChamps 2024 Season Two.

D40 Format (NEW)

10 minute practice
1 lap qualifying
40 minute race

Drivers take part in a ten-minute practice session, at ten minutes a green flag/digital flag will be shown at the start gantry, indicating the start of the one lap qualifier. Results of this set the grid for the 40-minute race.

Driver will then take part in a 40-minute race from a rolling start.

If a driver spins after the chequered flag, during the full course yellow lap, they must start the race from the back of the grid.

If a driver spins during the out-lap to the grid for the races they must start the race from the back of the grid.

If a driver spins during the rolling start, they must wait to rejoin at the back of the grid.
Karts will be allocated via a kart draw at sign in.



Grand Prix Format

10 minute practice/qualifying

15 minute shootout race – Grid order determined by fastest lap in practice/qualifying

25 minute feature race – Grid order determined by fastest lap in shootout race.

Drivers take part in a 10-minute qualifying session, results of this set the grid for the shootout.

Drivers then take part in a 15-minute shootout from a rolling start, fastest lap times from this race will set the grid for the feature race.

Drivers then finish off with a 25-minute feature race where here they will gain the majority of their championship standings points based off finishing positions.

If a driver spins after the chequered flag, during the full course yellow lap, they must start the race from the back of the grid.

If a driver spins during the out-lap to the grid for the races they must start the race from the back of the grid.

If a driver spins during the rolling start, they must wait to rejoin at the back of the grid.

Karts will be allocated via a kart draw at sign in.

Heats Format

10 minute practice

10 minute heat – random grid

Break while other classes is on track

10 minute heat – reverse random grid

15 minute final race – grid order determined by average position achieved in heats.

Kart allocation is random, with drivers getting into a randomly assigned kart each session.

After an initial 10-minute practice session, all drivers will compete in two 10-minute heats where points will be scored. The grid for the first race will be in a random order, and the grid for the second race will be a reversal of that order. Heat points will be tallied up from the two heats to make the grids for the final race.

All races in both categories will commence with a rolling start, signalled by a green flag/digi-flag.

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.



If a driver spins after chequered flag, during the full course yellow lap, they must start the race from the back of the grid.

If a driver spins during the out-lap to the grid for the races they must start the race from the back of the grid.

If a driver spins during the rolling start, they must wait to rejoin at the back of the grid.

If a driver spins during the out-lap to the grid for the heats they will be issued a penalty.

CHAMPIONSHIP POINTS

Points will be awarded per weight class per round. The points available are:

Grand Prix Format: Point Scheme			
Shootout Points		Feature Race Points	
1 st	20 Points	1 st	40 Points
2 nd	18 Points	2 nd	38 Points
3 rd	17 Points	3 rd	37 Points
4 th	16 Points	4 th	36 Points
5 th	15 Points	5 th	35 Points
6 th	14 Points	6 th	34 Points
7 th	13 Points	7 th	33 Points
8 th	12 Points	8 th	32 Points
9 th	11 Points	9 th	31 Points
10 th	10 Points	10 th	30 Points
And so on down			

Heat Rounds: Point Scheme ⁱ			
Heats Points		Finals Points	
1 st	10 Points	1 st	40 Points
2 nd	9 Points	2 nd	38 Points
3 rd	8 Points	3 rd	37 Points
4 th	7 Points	4 th	36 Points
5 th	6 Points	5 th	35 Points
6 th	5 Points	6 th	34 Points
7 th	4 Points	7 th	33 Points
8 th	3 Points	8 th	32 Points
9 th	2 Points	9 th	31 Points
10 th	1 Points	10 th	30 Points
And so on down			

D40 Format: Point Scheme	
Points	
1 st	60 Points
2 nd	58 Points
3 rd	57 Points
4 th	56 Points
5 th	55 Points
6 th	54 Points
7 th	53 Points
8 th	52 Points
9 th	51 Points
10 th	50 Points
And so on down	

(Every event has a maximum point haul of 61 points)



A bonus one point will be awarded per class, per round, for the fastest lap in the race (in the heats, fastest lap bonus only available for the final race)

Drivers who do not complete the race and take the chequered flag 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 seven 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 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

Penalties

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

Spinning during out lap or grid up for heats - If a driver spins during the out lap or grid up they will receive a three-position penalty.

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 and has not seriously affected the other driver race, the penalty will be reduced to a contact warning.

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, they will still receive a penalty.

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

Excessive warning boards – If a driver is issued three of the same boards (for example track limits), the offending driver will receive a one-position penalty on the next offence.

If an offence is deemed serious enough a driver may receive an instant last warning.

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

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 CONTACT”. Continued contact subject to severity may result in an immediate “NO CONTACT WARNING” followed by a penalty if it continues.

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 an additional 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 into a corner may not expect to complete the manoeuvre if the line they are 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.

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.

Driver's must make sure the kart has come to a complete stop before applying the throttle. If the driver applies the throttle while moving, they will receive a **one-position penalty**.

A driver must keep all hands and feet inside the kart and make no attempts to recover their karts themselves if it is stuck. Drivers must wait for a marshal to recover them and can indicate that they are stuck by raising one hand in the air.



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 **three-position penalty** as this is deemed to be seriously dangerous driving.

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 driver's opportunity to raise concerns about a kart is during the 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 retested after work has been done before they can return to the spares line up.



FLAGS, SIGNALS & LIGHTS

Race Start Procedure

Once drivers have been organised into their grid order, the race will begin via a rolling start. The pole-sitter is required to set a slow, steady pace and maintain this until they see a green light on the digital board, or a green flag waved. Drivers must ensure that there is a kart length between their kart and the drivers in front. Drivers must remain in their designated tram lines until they have crossed the start line. The lights on the gantry will go from a flashing yellow to green to start the race. In the event of a light failure a green flag will be waved in the air signalling the start of the race.

If a race start is determined to be a false start, full course yellow will remain on, and it is the driver's responsibility to return to their grid position in the formation lap. The timer for the heat/race will have started.

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 race will be restarted under full course yellow while drivers get underway. Once all drivers are underway the race will resume once the yellow flags & strobes are removed, and a green flag are waved by the marshals.



Black and white diagonal flag

Driver warning - you are now being watched by the marshals so driving standards must improve.

GO TO PITS board

This may be issued at the Race Director's discretion if they deem it necessary for you to come into the pitlane.

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.

DRIVER AND 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 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).

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

MECHANICALLY TAMPERING WITH THE KARTS

Any driver that has been found to have tampered with their karts will be disqualified from all races that day. This can include but is not limited to:

- Pinching fuel lines
- Adjusting the choke
- Changing tire pressures

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 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 SuperChamps, and I hope you do too. Please address any comments or concerns to liam.sewell@daytona.co.uk
