

SANDOWN PARK
SUPERCHAMPS 
SANDOWN PARK

RULES
&
REGULATIONS

2024

SEASON 3

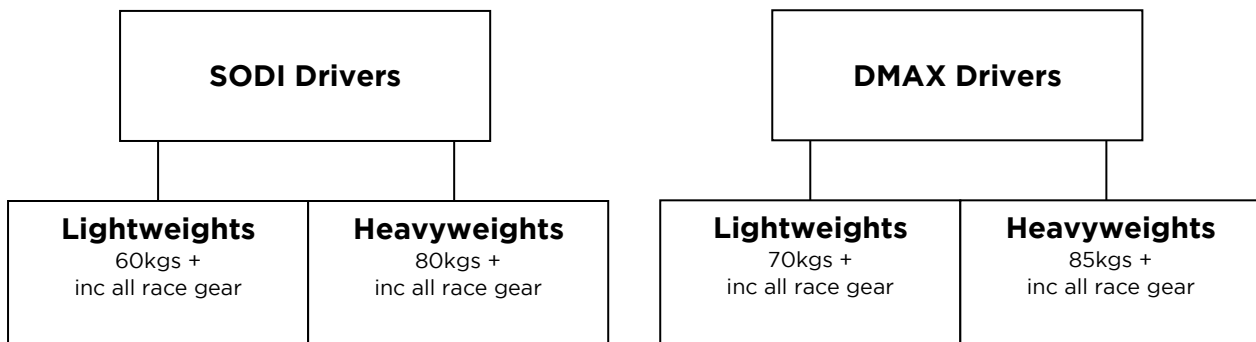
THE SEASON

Season 3 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 1st September	GP	SODI: 09:00 DMAX: 10:20	Heats
2	Saturday 21st September	GP	SODI: 15:00 DMAX: 16:20	D40
3	Sunday 20th October	Alternate	SODI: 09:00 DMAX: 10:20	Heats
4	Saturday 26th October	Alternate	SODI: 08:30 DMAX: 09:50	GP
5	Sunday 3rd November	Alternate	SODI: 09:00 DMAX: 10:20	D40
6	Saturday 30th November	GP	SODI: 09:00 DMAX: 10:20	GP
7	Sunday 8th December	GP	SODI: 09:00 DMAX: 10:20	Heats
8	Sunday 22nd December	GP	SODI: 12:30 DMAX: 13:30	D40

CATEGORIES

There will be two championship classes; Lightweights and Heavyweights.



ELIGIBILITY

DMAX

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

All drivers will need to declare their weight class when booking their first round, and this will be their weight-class for the entire season. Drivers requiring ballast will be able to collect their ballast from the pitlane.

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

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

Any driver who weighs less than 70kgs is only eligible for the Lightweight class.

For the Heavyweight class, drivers can carry no more than 16kgs of ballast to achieve the 85kgs minimum weight for the season. Drivers must be 70kg with race gear only, no added weights on the driver's person.

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.

All drivers will be weighed in after each heat/round, with any underweight drivers being disqualified from that heat.

SODI

Only experienced drivers aged 14+ are eligible to enter the SODI SuperChamps series. (Drivers who are not of age but have been approved to race in 4-stroke karts are also allowed to enter).

All drivers will be asked to declare their weight class during the sign-in for their first round, and this will be their weight-class for the entire season. Ballast cannot be add to the Sodi SR5's so any drivers that require additional weight must provide their own weighted seat.

Racing weights will be 60kg for Lightweights, and 80kgs for Heavyweights.

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

Any driver who weighs less than 65kgs is only eligible for the Lightweight class.

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 contact us for advice on how to achieve the minimum weight limit.

All drivers will be weighed in after each heat/round, with any underweight drivers being disqualified from that heat.

No weight is allowed to be worn/attached to a person.

RACE FORMATS

Superchamps Season 3 will consist of three formats.

D40 FORMAT

- » 10-minute practice
- » One lap qualifying
- » 40-minute race

Drivers take part in a 10-minute practice session, at 10 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.

Drivers will then take part in a 40-minute race.

Karts will be allocated through a kart draw.

GRAND PRIX FORMAT

- » 10-minute practice/qualifying
- » 15-minute Shootout Race – grid order determined by fastest lap in qualifying.
- » 25-minute Feature Race – grid order determined by fastest lap in Shootout.

Drivers take part in a 10-minute practice/qualifying session that sets the grid for the 15-minute shootout race. The fastest lap during this shootout sets the fastest lap for the feature race, where most championship points will be scored.

Karts will be allocated through a kart draw.

HEATS FORMAT

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

Karts will be allocated through a kart draw.

If drivers are tied on points after their heats, then the drivers' fastest laps will determine their starting position.

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

POINTS

Points are 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	37 Points
3 rd	17 Points	3 rd	35 Points
4 th	16 Points	4 th	34 Points
5 th	15 Points	5 th	33 Points
6 th	14 Points	6 th	32 Points
7 th	13 Points	7 th	31 Points
8 th	12 Points	8 th	30 Points
9 th	11 Points	9 th	29 Points
10 th	10 Points	10 th	28 Points
And so on down			

Heat Rounds: Point Scheme			
Heats Points		Finals Points	
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 Points	10 th	28 Points
And so on down			

D40 Format: Point Scheme	
Points	
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 race.

Drivers who do not complete the race will not be eligible for points and will score zero for that heat. (Serious mechanical failures will not be counted as a DNF)

Any driver who has broken a rule or demonstrated bad behaviour on or off the circuit may be subject to a points deduction, at the race director's discretion.

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.

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.

SOCIAL MEDIA SCORECARDS

Daytona will upload championship scorecards to our social media pages in the days preceding the round. The scorecard shows the top five point-scoring drivers, so may be in a different order to trophy podium.

DRIVING STANDARDS

OVERTAKING

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

An overtaking driver is entitled to a kart width 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.

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.

WEAVING

Drivers are not permitted to weave across the circuit, for example to warm up their tyres. If a driver does weave at any point, they will be made to start from the back of the grid.

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. This includes the breaking of any safety procedures communicated to the drivers through their briefing.

A black flag may also be issued in the case that a driver’s equipment is deemed to be unsafe by the Race Director. Whilst Daytona will carry out the necessary safety checks on a driver’s equipment, it is ultimately the driver’s responsibility to ensure that all their personal equipment remains in check throughout the race.

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

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 until they have been repaired and approved by a kart tester.

RACE START PROCEDURE

Daytona operates two types of start depending on the class of kart that is being used.

DMAX

Once all drivers have been organised into their grid order, the race will begin via a rolling start. The pole sitter is required to set a steady pace, and all drivers are expected to maintain a kart length to the kart in front of them. The lights on the gantry will go from a flashing yellow to a flashing green, indicating the start of the race. Drivers must maintain the kart length gap, and stay in their lane, until they have crossed the start line.

In the event of a signal failure the race start may be indicated by a green waved flag.

Should a driver spin during the rolling start procedure, they will be issued with a penalty. Similarly, 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.

SODI

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 race will commence.

In the event of a signal failure the race start may be indicated by a green waved flag.

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.

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 have seen that the following strobe 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 is waved by the marshals.

RED FLAG/STROBE

Race stopped - bring the kart to a controlled but immediate stop. Drivers are advised to raise their hand, acknowledging the red flag, then look over their shoulder to ensure they are not stopping in front of someone, and finally bring the kart to a controlled stop.

If the race can resume, positions will be taken from when the red flag came out.

The race will be restarted under full course yellow with all drivers one kart length apart at $\frac{1}{4}$ racing speed. A green flag will be shown at the start line to indicate the restart of the race.

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.

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.

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. Wearing of a camera is encouraged as it allows for use of the appeals system (as detailed below), and cameras can be rented from the circuit itself if required.

Drivers may also use communication equipment (i.e. a radio headset) should they wish to communicate someone in the paddock.

DRIVER & 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 ban (subject to severity).

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 anybody from the premises at any time.

APPEALS & 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. A form will be made 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.

All appeals will be investigated after the awards ceremony, which must therefore always be treated as provisional. An exception to this is at the final round of the season, where the appeal may affect the outcome of the top three championship, it will be reviewed immediately.

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. This is applicable to both Daytona staff members and fellow competitors/spectators. In extreme cases this may result in exclusion from the championship altogether, at the discretion Daytona.

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 championship standings are released.

RULE AMENDMENTS

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

IN CLOSING

I look forward to the coming season of SuperChamps and I hope you do too.
Please address any comments or concerns to ben.moran@daytona.co.uk

Ben Moran
Daytona Sandown Park