

ALL FEMALE RACING SERIES

JCS

JAMIE CHADWICK SERIES

RULES & REGULATIONS

JAMIE CHADWICK SERIES

2024



THE SEASON

The season will be contested over eight rounds, with a driver's best six scores counting towards their final championship standings. All participants must take part in at least one round at each venue to qualify for the championship final standings.

Round	Venue	Date	Arrival Time
1	Sandown Park	Saturday 13 th April	8:30am
2	Milton Keynes	Saturday 11 th May	8:30am
3	Tamworth	Saturday 13 th July	9:15am
4	Milton Keynes	Saturday 10 th August	8:30am
5	Tamworth	Saturday 7 th September	9:15am
6	Sandown Park	Saturday 19 th October	8:30am
7	Sandown Park	Saturday 9 th November	8:30am
8	Milton Keynes	Saturday 14 th December	3:00pm

CATEGORIES

There will be two Championship classes; 4-stroke (SODI/ N35-ST) and DMAX (2-stroke).

ELIGIBILITY

4-stroke SODI/ N35-ST 14+ years old. Minimum 55kg.

2-stroke DMAX 16+ years old. Minimum 68kg.

Weights will be checked at each round.

Drivers requiring ballast should contact the Championship coordinator at championships@daytona.co.uk and will be able to collect their ballast from the weighbridge prior to each round.

DMAX karts run a Tillet XXL seat.

If the driver is at the lower end of the height range (145cm) it is advisable to contact the Championship coordinator on 03303327870 or championships@daytona.co.uk to arrange 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 (weighing approximately 2kg).

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

THE FORMAT

10-minute practice/qualifying. All drivers must complete a minimum of one out-lap, fast-lap and in-lap. Any driver who does not complete practice will not be permitted to race. Grid order for the first race will be determined by the fastest lap in practice/qualifying.

Race 1 - Drivers then take part in a 15-minute race from a rolling start and the finishing order will determine grid for race 2.

Race 2 - 15-minute race from a rolling start. The same points are available for both races, as detailed in [Championship Points](#).

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 field.

The podium for each round will be decided by the highest points scored for that round, should there be a tie on points the racer with the fastest lap will be placed higher in the round standings.

Karts will be allocated via a kart draw at sign in, one for each race.



CHAMPIONSHIP POINTS

Points will be awarded per round. The points available for each race are:

1st	50 Points
2nd	47 Points
3rd	45 Points
4th	44 Points
5th	43 Points
6th	42 Points
7th	41 Points
8th	40 Points
9th	39 Points
10 th	38 Points
And so on	

A bonus one point will be awarded per class, per round, for the fastest lap in either of the races.

Drivers who do not complete the race will not be eligible for points and will be attributed zero points for the race.

All points that a driver scores during each race will be added together, and this will calculate the score for the round. At the end of the season, a driver's best six scores will be added together to determine their final championship position.

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' in order across the season.



TROPHIES

Trophies will be awarded to the top three drivers in each class. The podium for each round will be decided by the highest points scored for that round, should there be a tie on points the racer with the fastest lap will be placed higher in the round standings. Championship trophies will be awarded to the top three in each class at the conclusion of the final round of the season.

DRIVING STANDARDS

Offences & Penalties

Drivers committing an offence may receive a position or time penalty at the end of a race.

Jump Start – If a driver accelerates before the lights go out on the gantry, the driver will receive a time or place 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 time or position penalty

Advantage by contact – If a driver has contact with another driver gaining a position or causing the other driver to leave the circuit or spin and or the offending driver will receive a time or place penalty.

Overtaking under yellows – If a driver overtakes another driver under yellows, the offending driver will receive a time or position penalty.

Speeding/spinning overtaking or failing to assume single file under yellows – time or place penalty

Excessive warnings – If a driver is issued three of the same warning boards (for example track limits), the offending driver will receive a time or position penalty

If an offence is deemed serious enough a driver may receive an instant last warning and or disqualification and removal from the race.

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



Contact

Kart Racing is a non-contact sport. It is possible that in some cases, contact may occur as a result of a racing incident however this will be heavily policed.

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 driver's involved may receive a message via the digital flag. The message will constitute the driver/s number/s and a warning eg "No Contact". Continued contact or severe may result in an immediate black & white flag or penalty (black flag).

Track Limits

Any driver putting a wheel 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"

Overtaking

It is the responsibility of the overtaking driver to do so safely. Overtaking is permitted on either side.

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 the driver will receive a warning or a penalty.



Spinning

Any driver spinning their kart must depress the brake pedal to stop the kart rolling backwards across the track collecting another driver. Failure to do so will receive a penalty.

Following a spin Driver's must make sure the kart has come to a complete stop before applying the throttle. If a driver applies the throttle while moving, they will receive a time or place penalty.

Following a spin/accident Drivers must keep hands and feet inside the kart and make no attempts to recover the karts themselves. Drivers must wait for a marshal to recover them and should indicate that they are stuck by raising one hand in the air.

If the kart is still on the circuit, the driver may rejoin the race provided that they have made sure that the circuit is clear. Pulling out in front of traffic will receive a time or place penalty.

Black Flag Penalties

If a driver is shown the black flag or receives a black flag on the digi-flag the driver must report immediately to the pits next time around.

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 officials.

MECHANICAL FAILURE

Drivers must race the kart they have been allocated.

A driver's opportunity to raise concerns about a kart's performance is during the practice session, prior to the chequered flag being issued. Once the untimed practice has finished, drivers will not have the opportunity to report their kart. Drivers may only raise issues with a kart if they have material issues with the 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.

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 above. 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.



FLAGS, SIGNALS & LIGHTS

Race Start Procedure

Once drivers have been organised into their grid order, the race will begin via a rolling start. The rolling up lap will take place under full course yellow. The yellow lights will be withdrawn at the corner prior to the start if the race is starting. The pole-sitter for each fleet is required to set a medium steady pace and maintain this until a green light is displayed on the digital board or a green flag waved at the start line. The drivers must maintain a minimum of a kart length between karts and stay parallel to the adjacent grid position.

If a race start is determined to be a false start or if the officials are not happy with the kart positions or speed, they may signify another rolling up lap. This will be signified by the marshals whirring a finger in the air and/or the yellow lights staying on.

Chequered flag

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

Yellow flag or strobe light

Incident ahead, half race speed, single file no overtaking. Be vigilant. Once past the incident, drivers may resume racing unless there is a second incident ahead.

Static yellow all yellow lights illuminated: Full course yellow conditions – no racing until yellow flags & strobes are removed/extinguished and green flags are 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 with a time or place penalty or a black flag.

Red flag

Race stopped – bring the kart to a stop quickly and safely. Do not overtake. Wait for instructions from the marshals.

If the race is able to resume, the race will be restarted under full course yellow. Once all drivers are underway the race will resume once the yellow flags & strobes are removed, and green flags are shown.

The race will be restarted under Full Course Yellow with all drivers one kart length apart at ... 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 officials for your driving standard.

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 to equipment is the responsibility of the owners. Chest harnesses are prohibited.

DRIVER AND SPECTATOR BEHAVIOUR

Arguments and disputes with other drivers, associated spectators or staff of Daytona Motorsport 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 any person from the premises at any time.

MECHANICALLY TAMPERING WITH KARTS

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

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

 - Carburetor adjustment
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APPEALS AND PROTESTS

The Race Director's/Race Incident Director's decision is final.

If you wish to appeal you must report to reception and make an appeal within 10 minutes of the end of the race.

All appeals will be subject to a fee of £25.00 to be paid in advance of the appeal being made. 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 parties involved 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 may 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 Motorsport by parents or other supporters and spectators will not be tolerated and may result in a points penalty or ban (subject to severity).

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 including online posts.

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. In extreme cases this may result in exclusion from the championship altogether.

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

We look forward to the coming season of the Jamie Chadwick Series, and we hope you do too. Please address any comments or concerns to the Championship coordinator on 033 033 27870 or via championships@daytona.co.uk.

Team Daytona