

MILTON KEYNES
SUPERCHAMPS 
MILTON KEYNES

**RULES
&
REGULATIONS**

2025

SEASON 1

CATEGORIES

There will be two championship categories that will run as separate championships:

- DMAX
- SODI SR5

Both categories will incorporate Lightweight and Heavyweight classes.

ELIGIBILITY

The following age categories apply:

- SODI SR5 drivers age 14+ (or 12+ with pre-assessment and approval from Daytona)
 - DMAX drivers age 16+ (or 14+ with pre-assessment and approval from Daytona)
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THE SEASON

Season One will take place over eight rounds. A driver's six best scores will be counted towards their final championship classification.

Round	Date	Circuit	Arrival Time	Format
1	Sunday 19 th January	International	09:00 AM	Grand Prix
2	Sunday 2 nd February	Linkback & Cliff Drop	09:00 AM	Heats
3	Sunday 2 nd March	Bus Stop	09:00 AM	Grand Prix
4	Sunday 16 th March	Clif Drop & Bus Stop	09:00 AM	Heats
5	Sunday 13 th April	Linkback & Cliff Drop	09:00 AM	Grand Prix
6	Sunday 11 th May	Bus Stop	09:00 AM	Heats
7	Sunday 15 th June	Cliff Drop & Bus Stop	09:00 AM	Grand Prix
8	Sunday 6 th July	International	09:00 AM	Heats

MINIMUM WEIGHTS

SODI SR5 WEIGHT CLASSES

Lightweights - **65kg** (driver) + 167KG (kart) = 232kg

Heavyweights - **80kg** (driver) + 167KG (kart) = 247kg

DMAX WEIGHT CLASSES

Lightweights - **75kg** (driver) + 134KG (kart) = 209kg

Heavyweights - **90kg** (driver) + 134KG (kart) = 224kg

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

For the Heavyweight class, drivers can carry no more than 15kgs of ballast to achieve the minimum weight for the season.

If you have any concerns about height/reach it is advised to organise a seat fitting.

If you are at the lower end of the weight range, please contact us for advice on how to achieve the minimum weight limit. Seat inserts are recommended. No weights may be worn on your ankles or wrists.

All drivers will be weighed in after each heat/round. Underweight drivers will be disqualified from that heat/round.

All drivers will be asked to declare their weight class upon booking, and this will be the drivers weight-class for the entire season. Drivers requiring ballast must advise and liaise with championships@daytona.co.uk in advance. Daytona Motorsport can supply limited ballast for driver's requirement. Please discuss weight and ballast arrangements at time of booking. If bringing your own ballast, it must be approved by a race official on arrival.

RACE FORMATS

SuperChamps will consist of two formats:

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 finishing position in the Shootout.

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.

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 later in these regulations.

Kart allocation is random for both formats.

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			

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.

RACE START PROCEDURE

If a driver spins during the out-lap or the rolling start to the grid during the heats, the driver must wait for the field to pass and rejoin at the back of the grid. The rest of the field must leave the grid position empty. On a grid start drivers must stay within "tram lines" until they have crossed the start line. On a rolling start the drivers must maintain a kart length between them and the kart in front until the race has started (green light or flag) and must also stay between tram lines until they have crossed the start line.

SODI SR5

The drivers will be lined up on the start grid in qualifying order. Drivers must be behind the grid box. The Digital flag will show five red lights will illuminate sequentially and then go out followed by the digital flag turning green which is the signal for the drivers to start. Drivers must stay between the tram lines and must not overtake 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.

DMAX

Drivers will be sent out of the pit-lane for the race in single-file, DMAX first in grid order. Drivers must split into their starting formation of two lines with a karts width gap to the kart in front for the rolling lap. With the pole sitter leading the left hand lane.

The race will begin via a rolling start. The pole sitter is required to set a steady pace, and all drivers to **maintain a kart length** to the kart in front of them. Drivers will circulate under full course yellow (lights). If the yellow strobes are not on before the start, the Race Director is signifying that the race is starting on this lap. If all strobes are showing yellow, including the start gantry, the Race Director is not happy with the grid and is sending the field round for another rolling lap. Reasons for this may be that the field may be too slow, too fast, or the gaps between karts are incorrect. The marshals will signal to drivers which of the above is a problem. There may also be a message to drivers on the digital flags to advise of a second rolling up lap. An extra lap will constitute part of the race with regards to time or number of laps. Drivers must maintain the kart length gap, and stay in their lane, until they have crossed the start line. Race start will be signified by a green digital flag at start. 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.

If a driver spins on their way to the grid or during the rolling lap they must wait for the field to pass, join at the back and start from the back.

If there is a kart breakdown within the rolling up lap the race Director may abort the start or start under yellow flags.

DRIVING STANDARDS

OVERTAKING

For the purposes of Daytona Motorsport endurance races and 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 kart that they are overtaking. If a driver will not be 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 50% alongside each other.

Overtaking rules apply to all overtakes, including between weight 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.

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 permitted to weave to warm up their tyres on their formation lap or out lap (in qualifying), however weaving should not be excessive and should not encroach into the "other" half of the circuit. If a driver is observed weaving excessively, they will receive a penalty.

SPINNING

Any driver spinning their kart must depress the brake pedal fully to stop the kart rolling backwards across the track collecting another driver. Failure to do so will result in 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. Drivers (particularly in DMAX karts) must ensure the kart has come to a complete stop before attempting to accelerate away.

Do not get out of a kart at any point unless it is on fire or leaking dangerous fluids.

FLAGS, SIGNALS & LIGHTS

YELLOW FLAG/STROBE

This indicates that there is an incident ahead. A driver must slow to half racing speed, single file and ensure that they do not overtake.

- **Waved yellow/strobe** – 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 not illuminated.
- **Static yellow flags and all yellow strobes illuminated** – This indicates that the circuit is under **Full Course Yellow** conditions, and no racing is permitted until yellow flags & strobes are removed and green flags are waved by the marshals and the strobes will show green and in this scenario there is no need to pass start line before commencing racing.

RED FLAG/STROBE

Race stopped. Drivers should bring the kart to a controlled but immediate stop. Do not overtake anyone.

If the race is able to 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 allow bunching or 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 restart.

CHEQUERED FLAG

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

The drivers will be awarded finishing positions according to position as they pass the chequered flag.

PENALTIES

Drivers may receive a position penalty at the end of the race if they are deemed to have committed an offense. Penalties will be at the discretion of the Race Director.

- **Jump start** – If a driver accelerates before the lights go out on the gantry for a standing start, or before the green light is shown for a rolling start, the driver may receive a 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 enables the driver to gain the position, the offending driver will receive a penalty.
- **Advantage by contact** – If a driver has 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.
- **Overtaking under yellows** – If a driver overtakes another driver under yellows, the offending driver will receive a penalty. If safe the driver should give the place(s) back however this does not absolve the penalty.
- **Speeding under yellows** – If a driver is deemed to be speeding under yellows, the offending driver will receive a penalty.

Drivers may receive a warning about their driving or conduct on the digital flag.

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

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.

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.

A black flag may also be issued in the case that a driver or their equipment is deemed to be unsafe by the Race Director.

If the Race Director issues a black flag the drivers number will be advised by the Digital Flag. The driver must report to the pits immediately.

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

TRACK LIMITS

Any driver putting a wheel(s) beyond a 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"
- A penalty may be imposed retrospectively

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.

TAMPERING WITH KARTS

Any driver that has been found to have 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

KART SWAPS & MECHANICAL FAILURES

Drivers must use the kart that they have been allocated.

Drivers may raise concerns about a kart during practice, at the earliest opportunity.

Any driver who has an issue with their kart should ideally 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.

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.

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.

DRIVER AND SPECTATOR BEHAVIOUR

The Race Director's decision is final. Please ensure that your conduct is sporting and fair at all times.

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 or removal from the venue.

Drivers and supporters are reminded of the code of conduct, which must be signed at the start of the season.

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

Bookings & entry fees are non transferable and non refundable. Daytona Motorsport takes no responsibility for any equipment, vehicles, Personal belongings at any time.

APPEALS AND PROTESTS

Appeals must be made within 15 minutes of the end of the race. A form will be 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 and accompanied by the £25 fee along with any relevant video footage.

Once a decision has been reached, it will be communicated to the relevant parties by the Race Director and announced over the PA system.

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 concerned, even if this is by a supporter/manager/parent. 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.

EQUIPMENT

Drivers may supply their own race equipment.

Drivers own equipment is their own responsibility and Daytona Motorsport accepts no responsibility or liability where drivers wear their own equipment. It is the driver's responsibility to ensure that their equipment meets the standard mentioned below. Where drivers are below the age of legal responsibility it is the parents' responsibility to ensure that equipment meets the specification below.

Gloves must be worn at all times.

Race suits must comply with at least FIA-CIK 8876-2018 or FIA Standard 8877-2022 CIK level 2.

HELMETS

Full-faced helmets only 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.

Helmets must be in good condition with straps that are not frayed. There must be no visible damage to straps, shell or visor. The visor must not be scratched. Tinted visors may not be used after dusk and or once circuit lights are switched on. All padding must be in place. Helmets must fit well.

CAMERAS & COMMUNICATION EQUIPMENT

Drivers are welcome to use video cameras on the proviso that video footage must be submitted to Race Control upon request. Use of a camera is encouraged as it allows for use of the appeals system (as detailed above). Cameras can be rented from reception if required. Chest cameras are prohibited.

Drivers may not use communication equipment (I.E a radio headset).

RULE AMENDMENTS

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

Please address any comments or issues to Championships@daytona.co.uk

DAYTONA MOTORSPORT