

ALL FEMALE RACING SERIES

# JCS

JUNIOR SERIES

# RULES & REGULATIONS

# 2025

JAMIE CHADWICK SERIES



## THE SEASON

The season will be contested over nine rounds, with a driver's best seven 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	Sunday 2 <sup>nd</sup> February	9:15am
2	Tamworth	Sunday 2 <sup>nd</sup> March	9:45am
3	Milton Keynes	Sunday 6 <sup>th</sup> April	8:30am
4	Sandown Park	Sunday 11 <sup>th</sup> May	9:15am
5	Tamworth	Sunday 8 <sup>th</sup> June	9:45am
6	Milton Keynes	Sunday 27 <sup>th</sup> July	8:30am
7	Sandown Park	Sunday 7 <sup>th</sup> September	9:15am
8	Tamworth	Sunday 12 <sup>th</sup> October	9:45am
9	Milton Keynes	Sunday 7 <sup>th</sup> December	8:30am

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## CATEGORIES

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

- Cadet class
- Junior class

Cadet and Junior karts will run on the circuit simultaneously. At the beginning of the season the driver's category will be decided by their age and/or height.

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## ELIGIBILITY

Drivers currently 8-15 years age and who reach the minimum height to compete are eligible. Drivers must reach the designated height with their shoes on but not wearing their helmet. The minimum height for Cadets is 125cm and for Juniors 150cm.

If at the lower end of the height range, it is advised to organise a seat fitting. Please call the sales line 033 033 27870 or email [championships@daytona.co.uk](mailto:championships@daytona.co.uk) to arrange if necessary.

Entry to the Championship will be determined by successful completion of one of two criteria: either graduating from Daytona Motorsport's Race School or for drivers with proven race experience, an InKart Assessment. This can be arranged by calling 03303327870 or emailing [championships@daytona.co.uk](mailto:championships@daytona.co.uk)



## THE FORMAT

- 10-minute practice/qualifying
- 25-minute race

Ten-minute practice/qualifying followed by a 25 minute sprint race. Driver's Lap time in the qualifying will determine whether the driver races in the A or B Final with grid positions being the fastest from each qualifying session taking P1 and P2 on the grid (Decided on fastest lap time in qualifying between the two drivers) and the second fastest taking P3 and P4 on the grid and so on and so forth. The race will be 25 minutes in duration.

The winner of the B-Final will be promoted to the A final

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## CHAMPIONSHIP POINTS

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

<b>Format: Point Scheme</b>	
1 <sup>st</sup>	60 points
2 <sup>nd</sup>	57 points
3 <sup>rd</sup>	55 points
4 <sup>th</sup>	54 points
5 <sup>th</sup>	53 points
6 <sup>th</sup>	52 points
7 <sup>th</sup>	51 points
8 <sup>th</sup>	50 points
9 <sup>th</sup>	49 points
10 <sup>th</sup>	48 points
	and so on down

A bonus point will be awarded per class, per round, for the fastest lap in the final.

Drivers who do not complete the race will not be eligible for points and will score zero for that heat.

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. If this still does not determine a tiebreaker. Fastest laps will be used.



## RACE START PROCEDURE

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 digital flag will show green. That is the signal for the race to start.

In the event of a signal failure the race start may be indicated by a green flag which will wave and then drop - the drop is race start.

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.

When the race starts, drivers may not deviate from their side of the track or go outside of the "tram lines" until they have passed the start line. In absence of tram lines, the grid spots dictate the width of the limits.

## 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.

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## DRIVING STANDARDS

### Penalties

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

### Offences and penalties:

**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:

1<sup>st</sup> Offence - 'Track Limits' board

2<sup>nd</sup> Offence - 'Track Limits' board and black and white flag

3<sup>rd</sup> 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 in the kart they have been allocated.

A drivers 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 advised that any driver having an issue with a kart should return to the pits as early during practice as possible.

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## **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 lap. This will be signified by 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 half 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.

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## **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.

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





## **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.

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## **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 has 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. Any 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.

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## **RULE AMMENDMENTS**

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

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## **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 via [championships@daytona.co.uk](mailto:championships@daytona.co.uk)

**Team Daytona**