SANDOWN PARK

SUPERCHAMPS

RULES & REGULATIONS

2026

SEASON 2

1. GENERAL

1.1 CALENDAR

Date	Round	Arrival Time	Race Format	Track Layout
Sunday, 13th September	1	09:00	Grand Prix	Grand Prix
Sunday, 11th October	2	09:00	Heats	Alternate
Sunday, 15th November	3	09:00	Grand Prix	Grand Prix
Sunday, 29th November	4	09:00	Heats	Grand Prix
Sunday, 13th December	5	09:00	Grand Prix	Alternate
Sunday, 3rd January	6	09:00	Heats	Alternate
Sunday, 17th January	7	09:00	Grand Prix	Alternate
Sunday, 31st January	8	09:00	Heats	Grand Prix

The season will be contested over eight rounds, with a driver's best six scores counting towards their final championship standings (two drop rounds).

1.2 CATEGORIES

There will be two championship categories that will run as separate championships – SODI & DMAX. Both categories will incorporate Lightweight and Heavyweight classes (see 1.4).

1.3 ELIGIBILITY

The following age categories apply: SODI drivers aged 14+ (or 12+ with pre-assessment and / or approval from Daytona Motorsport).

DMAX drivers aged 16+ (or 14+ with pre-assessment and / or approval from Daytona Motorsport).

1.4 WEIGHTS

Drivers will declare their weight class upon booking into the championship. This is the class that they will race in for the duration of the season. The driver and kart will be weighed on a weighbridge. SuperChamps will consist of the following weight classes:

1.4.1 The minimum weight for **SODI Light: 219kg** (159kg kart (estimate) + 60kg driver. Drivers under the 60kg limit will have to carry ballast to achieve the minimum weight. The recommended procedure is to use a seat insert with the correct amount of ballast built in.

1.4.2 The minimum weight for **SODI Heavy: 239kg** (159kg kart (estimate) + 80kg driver. Drivers under the 80kg weight limit will have to carry ballast to achieve the minimum weight.

1.4.3 The minimum weight for **DMAX Light: 207kg** (137kg kart (estimate) + 70kg driver. Drivers under the 70kg limit will have to carry ballast to achieve the minimum weight. The maximum amount of ballast that can be added to the karts ballast posts is 16kgs. This must be added first before using a weighted seat insert.

1.4.4 The minimum weight for **DMAX Heavy: 227kg** (137kg kart (estimate) + 90kg driver. Drivers under the 90kg weight limit will have to carry ballast to achieve the minimum weight. The maximum amount of ballast that can be added to the karts ballast posts is 16kgs. This must be added first before using a weighted seat insert.

Daytona Sandown Park **cannot provide or fit ballast for SODI karts**. The driver is expected to provide their own weighted seat insert to make minimum weight.

If 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, but weights must be secured to the seat insert and not loose. No weights may be worn on the ankles or wrists. Weighted vests are not permitted.

All drivers are responsible for making sure they are at the minimum weight for their class and will be weighed after each qualifier/heat/race. Anyone who fails to meet the minimum weight will be disqualified from that event.

Daytona reserves the right to weigh any driver at any time.

Daytona can supply a limited amount of ballast for DMAX karts. The maximum amount of ballast that can be fitted is 16kgs. This ballast must be properly attached to the kart using the ballast posts. Drivers requiring ballast for DMAX **must pre-book** by emailing championships@daytona.co.uk in advance. Ballast will be available to collect from a ballast station after sign-in on the day. Daytona cannot guarantee that ballast will be available if a driver fails to pre-book.

If you have any concerns about height/reach, it is advised to organise a seat fitting. Please email championships@daytona.co.uk to organise.

2. EQUIPMENT

2.1 RACE SUITS / HELMETS / GLOVES

Drivers are responsible for their own equipment and ensuring it is done up and secured properly before entering the pitlane to get into a kart. Daytona can provide race suits, helmets and gloves to any driver that requires them.

Drivers may supply their own race/safety equipment. Drivers' own equipment is their responsibility, and Daytona Motorsport accepts no responsibility or liability when drivers wear their own equipment. It is the driver's responsibility to ensure that their equipment meets the standards below. For drivers under the age of legal responsibility, this falls to the driver's parent or legal guardian.

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

Helmets - Full-faced helmets 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. Straps and padding must not exhibit fraying or damage. All padding must be in place. There must be no visible damage to the shell or visor. Helmets must fit well with straps done up. Tinted Visors - In low visibility conditions the Race Director reserves the right to mandate clear visors. Clear visors are compulsory if the track lights are on.

Gloves - Must be full fingered with adequate grip and worn when in the pitlane or whilst driving.

Footwear - Racing boots are recommended. Ideally, footwear should provide ankle protection and full foot protection. Trainers are acceptable. Open-toed footwear is not permitted.

2.2 CAMERAS AND COMMUNICATION EQUIPMENT

Drivers are encouraged to use video cameras, under the condition that any recorded footage must be submitted to Race Control upon request for use in appeals (see 'Appeals'). **Refusal to provide video footage will result in a round disqualification**. ViewPoint cameras can be hired from reception (£10). All cameras must be helmet mounted.

Communication equipment such as radios, are not permitted.

3. EVENT FORMATS

3.1 RACE FORMATS

SuperChamps consists of two formats:

GRAND PRIX

- 10-minute practice/qualifying
- 15-minute Shootout Race – Grid order determined by fastest lap in 10-minute qualifying.
- 25-minute Feature Race – Grid order determined by finishing position in the Shootout Race.

Drivers will be allocated their kart via a kart draw at sign-in. There will be a designated pool of karts for each weight category.

HEATS

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

Kart allocation is random from the preselected kart lineup. There will be a designated pool of karts for each weight category.

3.2 KART SWAPS & MECHANICAL FAILURES

During practice/qualifying, if a driver believes that there is a performance issue with their kart, they must raise it at the earliest opportunity. They must have completed at least one 'flying lap' (an out lap, a timed lap, and an in lap) before coming into the pit lane. The kart will then be tested by the designated kart tester and may also be inspected by an engineer. To account for this, drivers must report to the pits with ample time before the chequered flag.

A different kart will be allocated if the Race Director deems it necessary. If a replacement is deemed 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 by an engineer and tested and approved by a kart tester. **Karts will not be tested for performance following practice/qualifying unless the Race Director deems it necessary.**

If a kart **develops a serious mechanical or safety issue** during any session, a swap will be given to the affected driver immediately. Drivers must report any issues to the pit lane team as soon as they occur. If the driver can make it safely back to the pitlane, they must do so at reduced speed. If the kart cannot be driven back to the pitlane, then the driver must remain seated and follow marshal instruction.

3.3 POINTS

Points are awarded per weight class per round, the points available are:

Grand Prix Format: Point Scheme				Heat Rounds: Point Scheme			
Shootout Points		Feature Race Points		Heats Points		Finals Points	
1st	20 Points	**1st**	40 Points	**1st**	10 Points	**1st**	40 Points
2nd	18 Points	**2nd**	37 Points	**2nd**	9 Points	**2nd**	37 Points
3rd	17 Points	**3rd**	35 Points	**3rd**	8 Points	**3rd**	35 Points
4th	16 Points	**4th**	34 Points	**4th**	7 Points	**4th**	34 Points
5th	15 Points	**5th**	33 Points	**5th**	6 Points	**5th**	33 Points
6th	14 Points	**6th**	32 Points	**6th**	5 Points	**6th**	32 Points

Grand Prix Format: Point Scheme				Heat Rounds: Point Scheme			
Shootout Points		Feature Race Points		Heats Points		Finals Points	
7th	13 Points	**7th**	31 Points	**7th**	4 Points	**7th**	31 Points
8th	12 Points	**8th**	30 Points	**8th**	3 Points	**8th**	30 Points
9th	11 Points	**9th**	29 Points	**9th**	2 Points	**9th**	29 Points
10th	10 Points	**10th**	28 Points	**10th**	1 Points	**10th**	28 Points
And so on down				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 poor behaviour on or off the circuit may be subject to a points deduction, at the race director's discretion.

3.4 TROPHIES

For each round, trophies will be awarded to the top three drivers in each kart and weight class based on their finishing position in the final race.

Trophies will be awarded to the top three drivers in each kart and weight class for the overall championship based on total points at the end of the season.

If at the end of the season two or more drivers are tied for points, then the position will be decided using a countback as a tiebreaker. This means most wins, second places, third places etc.

4. SPORTING AND SAFETY REGULATIONS

4.1 FLAGS, SIGNALS, LIGHTS

GREEN FLAG / STROBE / CLEAR – Full racing speed.

WAVED YELLOW FLAG / STROBE – Local incident ahead. Drivers must slow to half racing speed, maintaining single file with no overtaking. Drivers may only resume racing once they have passed the incident and can see that the next corner is clear.

STATIC YELLOW FLAG / ALL YELLOW STROBES: 'Full Course Yellow' (FCY) - The entire circuit is under yellow flag conditions. No racing is permitted until yellow flags and strobes are removed, and green flags are waved.

RED FLAG – Drivers must bring their kart to an immediate but controlled stop. No overtaking is permitted. If the race can 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 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 resuming.

BLACK AND WHITE DIAGONAL FLAG – Shown to a driver to indicate that they are on their final warning (this may also be displayed as the words 'Final Warning').

BLACK FLAG – Displayed on the digital board as 'GO TO PITS' with the driver's number. Drivers must report to the pit lane immediately, otherwise they may face further penalties.

CHEQUERED FLAG – Signals the finish of practice, heat or race. Drivers to return to the pit lane under full course yellow conditions. Drivers will be awarded finishing positions according to race position as they pass the chequered flag.

4.2 RACE START PROCEDURE

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

4.2.1 SODI

The drivers will be lined up on the start grid in qualifying order for a standing start. Drivers must have their front bumper behind the grid box. When the start sequence is initialised, five red lights will illuminate sequentially on the digital flag. These will then go out signalling the race start. Drivers must stay between the tram lines (in the absence of tram lines, the width of the grid spots dictates the limits) and may 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.

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.

4.2.2 DMAX

Each race/heat will begin with a rolling start.

All race starts will be a rolling yellow lap from the pitlane. As drivers leave the pitlane, drivers must split themselves into two alternating lines with the polesitter on the inside (right-hand side) of the first corner (left-hand side for Alternate Reverse). Drivers must maintain at least a kart length to the driver in front.

They will then do a yellow lap and as they approach the final two corners, the yellow lights will be turned off, indicating the race is about to start. If the lights remain on, the drivers will assume a second rolling yellow lap.

Drivers must adhere to the rolling yellow speed for the final two corners. As they approach the start line, they will see the digital flag on the start line turn green, indicating they may accelerate. They must hold the formation of two lines and a kart length gap to the kart directly in front until they cross the start line under green. The second-placed driver in each class must not pass the start line before the pole sitter.

4.3 DRIVING STANDARDS & PENALTIES

BLOCKING - Drivers are entitled to one defensive move. Drivers are not permitted to change direction more than once, unless they are moving back to the racing line after a defensive move. Drivers may only move back towards the racing line if they are not encroaching on another driver. If another driver is more than 25% alongside, a kart's width or more must be given (see 'Overtaking' in 'Driving Standards').

TRACK LIMITS - Any driver putting a wheel(s) beyond a raised coloured kerb on the edge of the track will receive a warning on the digital flag comprising the driver number and the words "TRACK LIMITS". Repetitive warnings will result in a penalty.

ADVANTAGE BY CONTACT (ABC), 'BUMP AND PASS' (ABC BAP) - If a driver makes contact with another driver that enables the driver to gain the position, the offending driver will receive a penalty.

ADVANTAGE BY CONTACT (ABC), 'TAKEOUT' (ABC T/O) - If a driver makes 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.

BREAKING FORMATION - If a driver has moved outside of the tramlines before crossing the start-finish line during a race start (see 'Race Start Procedure'), they will receive a penalty.

BUMPING - A bumping warning will be given to any driver who is making unnecessary contact with another driver. Repetitive warnings will result in a penalty.

WEAVING - Drivers are permitted to weave during formation laps or FCY race restart laps to warm up their tires, however this weaving should not be deemed 'excessive' and should cover no more than half of the circuit's width. Weaving is not permitted near any incidents.

OVERTAKING - An overtaking driver is entitled to a kart width of space providing that they are 25% alongside the kart that they are overtaking. If a driver is not 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 25% alongside each other on the entry and exit of a corner. 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.

SPINNING - Any driver who has lost control of their kart must immediately fully press the brake pedal to stop the kart from rolling backwards across the track and collecting other drivers. Failure to do so will result in a penalty.

Following the spin, drivers must ensure their kart has come to a complete stop before applying the throttle. If the kart can rejoin the circuit un-assisted, drivers may rejoin if it is safe to do so and that the circuit is clear. If a driver cannot rejoin the circuit, they should raise one hand into the air to indicate that they require assistance. Drivers must always keep their hands and feet in the kart.

CALM DOWN - A calm down warning will be given to any driver who is out of control of their kart, driving erratically, or over the limit of their ability. Repetitive warnings will result in a penalty.

JUMP START - Drivers who begin racing before the signalled race start (see 'Race Start Procedure') will receive a penalty.

MECHANICAL TAMPERING - Any driver that has 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
- Carburettor adjustment

OVERTAKING UNDER YELLOWS - If a driver overtakes another driver under yellow flags, the offending driver will receive a penalty. If safe, the driver should give the place(s) back however this may not absolve the penalty.

SPEEDING IN THE PITLANE ('PIT LANE SPEED') - The pitlane speed is always 2mph, whether leaving or entering the pitlane. A 2mph sign and horizontal white line indicates the start of the pitlane on the entry, and a horizontal white line indicate the end of the pitlane on the exit. An unsafe re-entry onto the track from the pitlane will be penalised.

SPEEDING UNDER YELLOWS ('YELLOW SPEED') - Drivers are expected to reduce their speed to 'half-race speed' in a localised yellow zone or during a Full Course Yellow period. Drivers who do not slow down sufficiently in a localised yellow zone or during a Full Course Yellow period, thereby posing a danger to marshals and other drivers, will receive a penalty.

SPINNING UNDER YELLOWS ('SUY') - If a driver spins their kart under yellow conditions, they will receive a penalty.

4.4 APPEALS AND PROTESTS

For any given race, appeals must be made within 15 minutes of the chequered flag coming out. Appeals should be accompanied by hard evidence (e.g. video footage).

Those wishing to make an appeal should consult the reception team who will provide a form. Once the form has been completed, it must be returned along with a £25 deposit. The reception team will then contact the Race Director.

Once a decision has been reached, it will be communicated to the relevant parties. If required, an announcement will be made. Should an appeal be judged to be successful, the deposit will be refunded. If it is unsuccessful, the fee will be donated to charity.

Any aggressive behaviour or attempts to informally appeal a Race Director's decision by drivers, supporters, managers, or parents, will result in a penalty being imposed on the relevant driver. 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.

5. RULE AMENDMENTS

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

Please address any comments or queries to championships@daytona.co.uk.

Be fast, be sporting and be fair!

DAYTONA MOTORSPORT