



# JCS

JUNIOR SERIES

# 2026 REGULATIONS



## 1. GENERAL

### 1.1 CALENDAR

The season will be contested over nine rounds, with a driver's best seven scores counting towards their final championship standings.

Round	Venue	Date	Arrival	Format	Track Layout
1	Milton Keynes	22 <sup>nd</sup> February	8:30	Cup	International
2	Sandown Park	15 <sup>th</sup> March	9:00	Heats	Grand Prix
3	Tamworth	3 <sup>rd</sup> May	9:30	Cup	International
4	Milton Keynes	7 <sup>th</sup> June	8:30	Heats	Cliff Drop & Bus Stop
5	Sandown Park	28 <sup>th</sup> June	9:00	Cup	Alternate
6	Tamworth	19 <sup>th</sup> July	9:30	Heats	Alternate
7	Sandown Park	23 <sup>rd</sup> August	9:00	Cup	Grand Prix
8	Tamworth	27 <sup>th</sup> September	9:30	Heats	International
9	Milton Keynes	1 <sup>st</sup> November	8:30	Cup	International

### 1.2 CATEGORIES

There are two championship categories:

- Cadet
- Junior

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.

### 1.3 ELIGIBILITY

Drivers 8-15 years age and who reach the minimum height of 125cm for Cadets and 145cm for Juniors are eligible to compete.

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

To enter the championship, participants must have either graduated from Race School or passed an InKart Assessment.



## **2. EQUIPMENT**

### **2.1 RACE SUITS / HELMETS / GLOVES**

Daytona can provide race suits, helmets, and gloves for hire at no additional cost. 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-ClK 8876-2018 or FIA Standard 8877- 2022 ClK 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 at all times.

### **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 4.4). Refusal to provide video footage will result in a round disqualification. ViewPoint cameras can be hired from reception (£10). Cameras must be helmet mounted.

Communication equipment (such as radios) is not permitted.



## 3. EVENT FORMATS

### 3.1 RACE FORMATS

The Jamie Chadwick Junior Series consists of two formats:

#### CUP FORMAT

- 12-minute practice
- 6-minute qualifying
- 20-minute race

#### HEATS FORMAT

- 10-minute practice
- Two x 8-minute heats
- 12-minute final

For both formats, where one single grid is required, drivers will be allocated their kart via a kart draw at sign-in. Where two grids are required, kart allocation is random from the preselected kart lineup.

### 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. The driver 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 is not able to be driven back to the pitlane, then the driver must remain seated and follow marshal instruction.

### 3.3 CHAMPIONSHIP POINTS

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

<b>Heats Format: Point Scheme</b>				<b>Cup Format: Point Scheme</b>	
<b>Per Heat</b>		<b>Final Points</b>		<b>Final points</b>	
1 <sup>st</sup>	10 points	1 <sup>st</sup>	40 points	1 <sup>st</sup>	60 points
2 <sup>nd</sup>	9 points	2 <sup>nd</sup>	37 points	2 <sup>nd</sup>	57 points
3 <sup>rd</sup>	8 points	3 <sup>rd</sup>	35 points	3 <sup>rd</sup>	55 points
4 <sup>th</sup>	7 points	4 <sup>th</sup>	34 points	4 <sup>th</sup>	54 points
5 <sup>th</sup>	6 points	5 <sup>th</sup>	33 points	5 <sup>th</sup>	53 points
6 <sup>th</sup>	5 points	6 <sup>th</sup>	32 points	6 <sup>th</sup>	52 points
7 <sup>th</sup>	4 points	7 <sup>th</sup>	31 points	7 <sup>th</sup>	51 points
8 <sup>th</sup>	3 points	8 <sup>th</sup>	30 points	8 <sup>th</sup>	50 points
9 <sup>th</sup>	2 points	9 <sup>th</sup>	29 points	9 <sup>th</sup>	49 points
10 <sup>th</sup>	1 point	10 <sup>th</sup>	28 points	10 <sup>th</sup>	48 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 a race will not be eligible for points and will score zero points for that race.



### 3.4 TROPHIES

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

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

At the end of the season, a driver's best seven scores will be added together to determine their final championship position.

If at the end of the season two or more drivers are tied on points, then the position will be decided with a tiebreaker using a countback system. This means most wins, second places, third places etc. In a situation where this still does not determine a winner, then it will fall to the driver with the most fastest laps across the season.

## 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 the same start procedure for both Cadets and Juniors.

The drivers will be lined up on the start grid for a standing start. Juniors will form at the front the grid, with Cadets gridded up behind with a gap to the Juniors. 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 start of the race for the Junior grid. Drivers must stay between the tram lines (in the absence of tram lines, the width of the grid spots dictates the limits) 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.

The start sequence is then initialised for a second time for the start of the Cadet race, following the same rules. 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.

## 4.3 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 ('SUUY')** - 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.

#### **4.5 DRIVER AND SPECTATOR BEHAVIOUR**

Arguments and disputes with other drivers, associated spectators or staff of Daytona Motorsport by drivers, 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.

### **5. 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.

### **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)

Be fast, be sporting & be fair!

**Team Daytona**