



RULES & REGULATIONS

SPRINT SERIES 2010

Light and Heavyweight

RR1. ENTRY

- a.** Entry for each event is on a first come, first served basis. Entries are confirmed only when accompanied with full payment. Entries must be received by the Wednesday prior to the event. Entries received after the deadline will not be accepted.

You can enter by phone by calling our dedicated team on 0845 644 5504 or by post to:

Daytona Motorsport Ltd
Sandown Park
More Lane
Esher
Surrey
KT10 8AN

- b.** The Race Organisers have the right to refuse an entry for whatever reason.
- c.** Entry fees are non-refundable.
- d.** The Race Organisers may cancel the event if the number of entries is insufficient to make the event worthwhile, or due to any other circumstances beyond the control of the organisers.

RR2. EVENT FORMAT

Please check www.daytonamax.com for each event's specific schedules.

RR3. SIGNING ON / BRIEFING

- a. Teams/drivers will not be permitted to take part in any of the event if they have not completed the signing on procedure and signed the indemnity form.
- b. Any team/driver who has not attended the mandatory drivers briefing will not be permitted to take part in any of the event.

RR4. WEIGHT

- a. The lightweight minimum weight is 77.5kg. When determining the weight of a driver, all relevant race clothing including helmet, suit, gloves, boots, knee pads and seat insert may be weighed. Drivers under the 77.5kg limit will have to 'weight up' to the minimum. The recommended procedure is to use a seat insert with the correct amount of ballast built in. There are also lead posts fitted to the karts where competitors may place their own lead.
- b. Entry level for Heavyweight drivers will be 87.5kg. A driver is not allowed to use their seat insert to achieve this 87.5kg minimum. Any driver not making this limit will **not** be allowed to race in the Heavyweight class.
- c. Drivers who weigh between 77.5-87.5kg will have the choice to compete in either class, but must weight up to the 87.5kg minimum if they wish to compete in the heavyweight class.
- d. Random checks will be made throughout the day during the season on both weight categories. Any driver found to be lighter than the required weight will be excluded from that race.
- e. For ladies racing in the Lightweight class, the minimum weight will be **72Kg**.

RR5. PRACTICE

- a. Practice will precede the heats and will be a minimum of 4 laps.
- b. Drivers that commit an offence of any type will be shown the penalty board and relegated to the back of the grid for the 1st heat.

RR6. HEATS

- a. Grid positions for the heats are calculated to give each competitor a share of front and rear positions.

- b. Drivers compete in 3 heats of up to 7 laps. However, the amount of laps will depend on weather conditions and time available.
- c. Points in the heats will be awarded for finishing positions as follows:

Position	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
Points	25	22	19	17	16	15	14	13	12	11
Position	11th	12th	13th	14th	15th	16th	17th	18th	19th	20th
Points	10	9	8	7	6	5	4	3	2	1

RR7. FINALS

- a. All drivers will compete in one of the finals (A, or B final).
- b. Grid positions for the finals are calculated by the sum of each competitor's points accrued in the heats i.e. the highest point scorer will gain pole position for the A Final.
- c. In the event of a tie between two or more competitors, the driver with the most wins during the heats will take the higher grid position. In the event of two or more competitors accruing the same number of wins, then the driver with the fastest lap in the heats will be awarded the higher grid position.
- d. The top 4 drivers at the end of the B final will qualify to race in the A final from the back of the grid. There will only be 22 direct qualifiers for the A final and a maximum of 30 in the B Final.

Championship points will be awarded in the finals as follows:

A Final		B Final	
1st	130	1st	XX
2nd	127	2nd	XX
3rd	124	3rd	XX
4th	122	4th	XX
5th	121	5th	91
6th	120	6th	90
7th	119	7th	89
8th	118	8th	88
9th	117	9th	87
10th	116	10th	86
11th	115	11th	85
12th	114	12th	84
13th	113	13th	83
14th	112	14th	82
15th	111	15th	81
16th	110	16th	80
17th	109	17th	79
18th	108	18th	78
19th	107	19th	77
20th	106	20th	76
21st	105	21st	75
22nd	104	22nd	74
23rd	103	23rd	73
24th	102	24th	72
25th	101	25th	71
26th	100	26th - 32nd	70
DNF	100	DNF	70

- e. Drivers best 8 results from 10 rounds will count towards the championship. In the event of a tie on points between drivers at the end of the season, the winner shall be the driver with the most 1st places. If the drivers are still tied, we go to 2nd places and so on until a result is achieved. In the unlikely event of a tie at this point, the driver with the highest raced position from round 1 will be crowned champion.

RR8. RACE FORMAT

- a. Karts are randomly allocated. Drivers may not choose their own karts.
- b. Once a driver starts a race, it will be assumed that s/he is satisfied with the performance of his/her kart.
- c. Despite the best efforts of the organisers, each kart is hand built therefore each and every kart will be slightly different. Drivers should explore the handling capabilities of their kart during the rolling laps. During practice/rolling up laps, if a driver finds a **SERIOUS** problem with their kart, they may overtake the pace kart and return to the pits where upon they will be allocated another kart. Only **ONE** kart change will be permitted per heat, including practice laps.
- d. Grid formation will be 2 by 2. Whilst on rolling up laps, drivers should stay to the outside of the track and leave gaps to allow other drivers to take up their allocated grid positions. Once the karts are all on the track, the front row should establish a steady and even speed behind the pace kart. Drivers should maintain this speed after the pace kart pulls off. Drivers are not permitted to accelerate prior to the green light. Drivers must ensure they do not break formation before crossing the start line. Any driver who accelerates too soon or breaks formation will receive a penalty See Penalties (Section RR11).
- e. It is the responsibility of each driver to start in his/her correct grid position. Competitors may signal to the Race Director and/or the start line marshal if other drivers are preventing them from getting into their correct starting position. Drivers will receive a penalty if they jump the start. See Penalties (section RR11). If a driver fails to make any effort to take up their correct starting position, other drivers who may benefit from this will not be penalised. Any driver seen excessively weaving during the rolling up laps will receive a penalty. See Penalties (section RR11).
- f. During the rolling up laps, drivers in trouble should raise a hand. Following drivers may overtake competitors obviously in trouble.
- g. The pole sitter will control the pace as the pack approaches the start line, taking into account the appropriate pace noted in RR8f above. No other driver may overtake the pole sitter.
- h. After the race, if a driver feels that the kart has developed a problem, s/he must return it to the mechanics bay and report the fault to a member of staff in the pit lane. If a kart is placed back in line for the next race, then it is deemed suitable for use in the next race.
- i. During the heats and finals, drivers suffering the following circumstances will receive points for their position on the score sheet on the previous lap:

Engine seizure, complete ignition unit failure, complete carburettor failure or complete brake failure (unless sustained by driver error). If the failure occurs on the first lap, then the driver's starting position will be used to determine the amount of points scored. No

points will be awarded until the problem is verified by a member of staff.

- j. Should a driver be in a qualifying position in the B final on the lap prior to the mechanical failure (see RR8i above), then they will be allowed to compete in the next final, but will have to start from last place on the grid.
- k. Non finishers will be awarded points for finishing last. If more than one driver fails to finish, then points will be awarded based on the number of laps completed (i.e. the driver completing the most laps will be awarded second last and the driver completing least laps being awarded points for last etc). If two drivers break down on the same lap, the points will be awarded based on the relative positions at the end of the lap before the breakdown.
- l. In the event of a red flag incident, drivers that have been involved in an accident resulting in damage to his/her kart, will not be allowed to exchange karts before the restart. Rule RR8b applies. Any driver involved in a red flag incident who is then cleared by medics will start from the back of the grid.
- m. In the heats and finals the following circumstances will be regarded as force majeure: Puncture, plug cap failure, snapped chain, exhaust failure (including fittings), brake and accelerator cables failure, track rod/steering column/stub axle failure, bumper on rear tyre, broken nose cone (on safety grounds if deemed dangerous by the Clerk of the Course) plus any other items not covered by rule RR8m which identifies the criteria for non force majeure items. In these circumstances, points for last place will be awarded to the driver.

RR9. FLAGS

- a. The following must be adhered to:-

Green/Lights	Race starts
Red	Race stopped. See RR14.
Yellow	Incident ahead, caution advised. Slow down to half race speed, raise hand and no overtaking allowed until the incident has been passed.
Black/White Diagonal	Warning for contact, kerbing etc.
Black	Driver penalty. Return to pits for a minimum 30 second stop/go penalty.
Blue	You are being lapped, give way to competitors behind
Chequered	End of race, return to pits

- b. Yellow Flags:

ANY DRIVER WHO FAILS TO ACKNOWLEDGE A YELLOW FLAG BY RAISING THEIR HAND AND SLOWING DOWN WILL BE SHOWN THE BLACK FLAG AND RECEIVE A 30 SECOND STOP/GO PENALTY. THIS RULE APPLIES AT ALL TIMES DURING THE EVENT

Should a driver overtake on yellow flags and realise the mistake, it is permissible for this driver to decelerate and signal for the other driver to re-pass. It is the responsibility of the other driver to re-take his/her position immediately or the first driver is at liberty to carry on racing without penalty.

- c. Penalties will be given to drivers who ignore these signals. **Ignoring the black flag will increase the penalty by 10 seconds each lap.**

RR10. GENERAL

- a. The Race Director has the right to make post race decisions after an inquiry.
- b. In some circumstances, a competitor may receive an official verbal warning. Any further misconduct by the competitor may result in his/her exclusion from the event or the whole series.
- c. Suits, helmets and gloves must be worn correctly. Drivers will be black flagged if they fail to comply with this rule.
- d. Competitors are responsible for the behaviour of their supporters, family and friends.
- e. Competitors are reminded that any use of foul language or threatening behaviour, either towards a member(s) of staff or other competitors will be subjected to a BAN from their next heat or final. This rule also applies to un-gentlemanly conduct in any area of the venue from time of arrival to departure. If this rule is breached in their final race (or after), the ban will then be carried over to the next round that the driver is entered into.
- f. **Daytona Motorsport** is covered by its own public liability insurance. Competitors are responsible for their own personal accident insurance.
- g. The **Daytona Motorsport** technicians will set tyre pressures on the day. Drivers are not allowed to alter or check tyre pressures.
- h. All drivers must use a clear or yellow visor in dusk and dark conditions.

RR11. PENALTIES DURING HEATS

The Race Director, his deputy and assistants on the day decide the penalty (and hence the number of positions deducted – see table below) depending on the severity of the incident.

Any offences committed during the heats, drivers will be deducted grid places for their final.

a.	Drivers that gain a single place advantage, as a result of contact with another kart	2 grid deduction
b.	Drivers that gain an advantage by knocking another competitor off the circuit	4 grid deduction
c.	Drivers that commit offence 11b in the same race meeting	Black Flag
d.	Drivers that cause a multiple incident (2 karts off or more)	Black Flag
e.	Drivers that deliberately force another driver off the circuit	Black Flag
f.	Excessive kerbing is prohibited. After one warning	2 grid deduction
g.	Deliberate use of contact is prohibited. After one warning	2 grid deduction
h.	Cone abuse - knocking a cone over	2 grid deduction
i.	Drivers that gain a position advantage under yellow the flag	2 grid deduction
j.	Drivers losing control (spinning out) under the yellow flag	2 grid deduction
k.	Drivers that short cut any part of the circuit	1 lap deduction
l.	Drivers that deliberately block other drivers from overtaking, i.e. changing direction more than once on any one straight per lap	Black Flag
m.	Any driver abandoning their kart on circuit	Banned from next race
n.	Drivers that excessively weave during the rolling up laps	2 grid deduction
o.	Drivers that deliberately jump the start	2 grid deduction

RR12. PENALTIES DURING FINALS

- a.** All penalties listed in rule RR11 apply, with the exception that grid deductions are replaced with place deductions.
- b.** If a driver finishes too far down the order for the penalty to take any affect, 2 points per place deduction will be taken off the drivers finishing points.
- c.** In the B finals, any driver that gets a penalty and thereafter finishes in the top 4 will be deducted places as follows.

- 1st place - docked 4 places to 5th
- 2nd place – docked 3 places to 5th
- 3rd place – docked 2 places to 5th
- 4th place – docked 2 placed to 6th

This means that any driver committing an offence in the B final will not progress to the A final.

RR13. APPEALS

- a. When a black flag is given there will be no right of appeal
- b. There is no right of appeal in the finals

- c. Appeals during the heats - Video evidence will not be accepted
- d. Appeals during the heats - Spectators or other competitors may not be used as witnesses
- e. The COC and/or his deputies/assistants will only listen to the offended driver as a witness.

RR14. RED FLAG PROCEDURE

- a. In the event of a red flag all drivers must slow to rolling lap pace, and stop where direct by the marshals.
- b. A result will be taken from the positions at the end of the previous full lap completed by the leader.
- c. If the result covers less than one quarter of the original full race distance the race will be restarted using the original grid positions. Where one quarter distance is less than 2 laps then 2 laps will be used as the cut off point.
- d. If the result covers between one quarter and three quarters of the original full race distance, the race will be restarted in single file with the starting order determined by the result of the first part of the race. The final race result will be taken from the result of the restarted race only, the first part of the race being used purely to determine the starting order for the restart.
- e. If the result covers more than three quarters of the original full race distance, then the result will be declared final.
- f. If the race is restarted the number of laps will be determined by the organisers based on time remaining and the number of laps already completed.
- g. No driver may change their kart
- h. No work may be carried out on the kart. This includes adding fuel.
- i. Any penalty received in any part of the race will be applied to the final result.
- j. No replacement karts will be given to any driver under any circumstances.

- k.** Any driver injured in the red flag incident must be cleared by the medics prior to taking the restart and their kart must be checked and declared race worthy by the chief mechanic. The driver must start from the back of the grid.
- l.** In the event of the fastest lap being used in a tie break (e.g. for calculating final grids) the fastest lap will be taken from the second part of the race only.