

Dubai Kartdrome Sodi World Series (SWS) 2020 Sprint Races Sporting Regulations V1

REGULATIONS

The final text of these Sporting Regulations shall be the English Version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of the regulations.

1. GENERAL ADMINISTRATION

All race events will be organized and administrated by Dubai Kartdrome in accordance with the Sodi World Series (SWS) regulations, information on which can be found at <http://www.sodiwseries.com/en/>

These Regulations apply to all SWS Sprint races organised by Dubai Kartdrome and cover the following categories:

Junior Cup – Age 7 to 14 (complete)

Masters (Senior Cup)– Age 35 and above

Senior Cup – Age 15 and above

Age 13 + can participate provided they have a competition license and weight 50kg, but aren't legible for scoring SWS Points

2. INFORMATION SPECIFIC TO THE SERIES (SPORTING)

2.1 ORGANISER

The Organiser's official contact details are:

Dubai Autodrome

P.O.Box 57331

DUBAI U.A.E

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Email: jonelync@dubaiautodrome.com

Web: <http://www.dubaiautodrome.com/project/kartdrome-sws-racing/>

2.2 DATES

The Dubai Kartdrome will organize Individual SWS Sprint race events throughout 2020. Dates of the race events will be posted on the official website (see Section 2.1). Additionally, the Organiser shall hold a Ramadan Challenge during the Holy Month of Ramadan, results from which can also be contributed towards the global SWS rankings.

2.3 ENTRIES

To be eligible to enter a race event under these Regulations, each competitor must hold a valid SWS account number (free of charge). This can be obtained by registering at <http://www.sodiwseries.com/en/become-sws-driver.html>

2.3.1 ENTRY CRITERIA JUNIOR CUP

Every Junior entrant must have met one of the following qualifying criteria, in order to enter an SWS JUNIOR CUP event:

1. Posted a lap time below 39 seconds around the Indoor circuit on a Junior Cup kart
2. Completed 10 or more arrive and drives sessions at the Indoor Circuit
3. Successful passed an ARKS test (must have proof of this)
4. Completed a DAKA Course or Level 3 tuition with Dubai Kartdrome
5. Is currently competing in the Emirates schools karting Championship

2.3.2 ENTRY CRITERIA SENIOR CUP

Every Senior entrant must have posted a minimum lap time of 1 min 14 seconds on the outdoor circuit's International configuration, during any arrive and drive session, in order to be eligible to enter this race. If they have not achieved this by the day of the race, the Organiser reserves the right to reject the entry.

2.3.3 ENTRY PROCESS

Competitors are to complete the following process to register as an entrant for a race event:

1. Add the Dubai Kartdrome event to their profile at <http://www.sodiwseries.com/en/> (N.B. Each race within an event is listed separately by Sodi, if there are 2 races then they will show as two separate races on their website)
2. Complete the Dubai Kartdrome entry form and pay the relevant fee at the Kartdrome Reception
Or
Complete the on-line form and pay the entry fee via the website (see Section 2.1)
3. All entries are to be submitted to and received by the Organiser 7 days before the race event date.
4. Sodi website registration is mandatory for all drivers.

2.3.4 RECEIPT

Any entry not accompanied by the relevant fee (see Section 2.3.4) shall be null and void. The organisers reserve the right to refuse entries submitted after the 7-day deadline, although late entries may be accepted at the sole discretion of the Organiser. Entries will be 100% secured only after entrants have received a confirmation email.

2.3.5 RESTRICTION

If the Organiser reserves the right to postpone or cancel a race event should they not receive a minimum of 12 entries. In the event that there are more than 25 entries in a given category, the Organiser will endeavour to accommodate as many participants as possible based on kart availability. Should the Organiser be required to restrict the number of entries then approved entries will be based on the date of entry submission (i.e. first come, first served basis). The Organiser also reserves the right to refuse any entry that would be against the spirit of the Dubai Kartdrome SWS Sprint Races.

2.3.6 FEES

The relevant entry fee will be published on the website and on-line registration process. For all 2020 race events, the fees are as follows inclusive of VAT:

Junior Cup:	Qualifying plus 2 races – AED 420 per round
Senior Cup/Masters:	Qualifying plus 2 races – AED 475 per round (Format A)
	Qualifying plus 3 races – AED 700 per round (Format B) Ramadan Challenge – entry fees to be confirmed.

2.4 EVENT FORMAT

Each event (category specific formats highlighted) will consist of:

- Drivers sign-on (LR4 – Parent/Guardian must sign on)
- Kart draw
- Driver weigh-in Drivers Brief
- Qualifying (Format A)
- Heats/Races
- Awards presentation

2.4.1 JUNIOR CUP AND SENIOR CUP/MASTERS FORMAT:

Qualifying and 2 races. Drivers ballot for their kart numbers for each of elements of the race event and will use a different kart for each element. The grid for Race 1 will be determined by qualifying and the grid for Race 2 will be determined by the result of Race 1.

2.4.2 SIGNING ON

All entrants must sign on at Reception. Drivers under the age of 18 years of age and all Junior Cup drivers must be accompanied by their Parent/Guardian at all times. The Parent/Guardian is to sign the disclaimer on the driver's behalf.

2.4.2.1 KART DRAW

Drivers will draw three separate kart numbers, one each for Qualifying, Race 1 and Race 2. Drivers are not permitted to swap karts under any circumstances with other drivers. If a participant does not attend the Kart Draw session for any reason, the Organiser will allocate the kart numbers for that driver. If a Driver receives the same number kart in a row they must pick again.

2.4.2.2 DRIVERS WEIGH-IN

All drivers are to complete the weigh-in process before the drivers brief. The driver is to be weighed by a Dubai Kartdrome official complete with their suit & helmet only without ballast. (Rib protector, neck brace & insert seats can be used, but are not part of the considered weight during weigh in)

Minimum weight for: See Sections 4.2 & 4.3 for ballasting requirements

Junior Cup: each driver is **50kg**

Senior Cup each driver is **80Kg.**

Master Cup: each driver is **90Kg.**

2.4.2.3 DRIVERS BRIEFING

Driver's briefing is MANDATORY; drivers are to refer to each event timetable for the specific timing of the brief. Drivers showing up late at the driver's briefing will only be allowed to participate in the event at the discretion of the Clerk of the Course. In the event of a driver not being permitted to participate, the driver's entry fee will not be reimbursed. ANY driver late for the brief will be penalised as the Penalties Section (Section 5) of these regulations.

2.4.2.4 QUALIFYING SESSION

The duration of the qualifying session will be 10 minutes. The results of the qualifying session will determine the starting positions for Race 1 in terms of best lap time classification. In the case of 2 drivers achieving identical best lap times, the organisers will revert to the second-best lap time set by each individual in order to determine priority, and so on. Race 2 starting position is based on the official classified results from Race 1.

2.4.2.5 RACE DURATIONS

Race durations are detailed below. In each race, the winner is defined as the competitor that completes the stipulated number of laps (as per the event timetable) the quickest. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps completed.

2.4.2.5.1 RACE 1

The length of Race 1 will vary for each format but will be approximately 15 minutes. The results of Race 1 will determine the starting positions for Race 2 under Format A. Points will be awarded based on the final result of the race after the application of any penalties.

2.4.2.5.2 RACE 2

The length of Race 2 will vary but will be approximately 20 minutes. Points will be awarded based on the final result of the race after the application of any penalties.

2.4.2.5.3 Race Formats can be changed and altered at any time by the Organiser

2.4.2.6 AWARDS PRESENTATION

Trophies will be presented to the top 3 scoring drivers from across the races on the night. If Format A, Race 1 and 2 points accumulated together, with the highest three being awarded trophies. If Format B, trophies will be awarded according to the official finishing positions from the Grand Final on the night, or if no Grand Final, from the accumulation of points across the three races.

2.4.2.7 Award Presentation for Master's Category:

Any driver wishing to register and compete within the Masters category, must be 35yrs of age or over. The top 3 masters will be selected from the overall Classifications after the finals, where the highest placed masters on the night will be declared winners.

NB: All Prize winners are to ensure that race suits are worn and zipped up with collar closed.

2.4.2.8 Draw on Points

Should there be two competitors drawn on equal points, then the winner will be decided by the number of higher finishing's in either of the races. In the event there is still a draw, it will be decided as per the higher finishing in official Qualifying.

2.4.2.9 POINT SCORING

Each competitor will score points as specified above for each event they are registered for. Points will be allocated as per the point scoring system defined by the SWS regulations.

However, the organisers will keep track of each competitor's finishing results during Qualifying and the two races. The point system below will be awarded for each race result. These points will be calculated and will determine the top 3 drivers from for the Trophy Presentation in Junior Cup, Senior Cup and Masters.

Drivers completing the same number of laps will be classified in the order in which they cross the finish line and awarded points as below.

Finishing Position	Points Awarded	Finishing Position	Points Awarded
1 st	40	18 th	17
2 nd	36	19 th	16
3 rd	33	20 th	15
4 th	31	21 st	14
5 th	30	22 nd	13
6 th	29	23 rd	12
7 th	28	24 th	11
8 th	27	25 th	10
9 th	26	26 th	9
10 th	25	27 th	8
11 th	24	28 th	7
12 th	23	29 th	6
13 th	22	30 th	5
14 th	21	31 st	4
15 th	20	32 nd	3
16 th	19	33 rd	2
17 th	18	34 th to the Last Place Finisher	1
Points Awarded			
DNS (Did not Start)	0		
DNF (Did not finish)	-1 point less than the last place finisher		
Disqualified	0		

2.5.1 GENERAL

Junior Cup and Senior Cup/Masters races will ALL be a standing start.

2.5.2 PRE-GRID

Aside from Qualifying/Practice, karts shall be lined up on the Pre-Grid in a pre-determined order (based on random grid or qualifying, as stipulated in the event format). It is the driver's responsibility to ensure that both he/she and their kart are in position on time.

2.5.3 GRID POSITIONS

Drivers should leave the Pre-Grid when directed by the Grid Marshal. The field must stick together in 2 distinct lanes as per the positions on the Pre-Grid. It is the responsibility of the driver in Pole Position to set the pace, which should be steady and controlled. Drivers are then requested to take their positions as directed on the starting grid.

2.5.4 STANDING RACE START

Race will start will be indicated by the start line lights going out. In the event that the lights are inoperative, waving of the UAE national flag by the start line marshal will indicate the start.

2.5.5 JUMP START

A jump-start will be deemed to have occurred if a driver starts to move his/her kart before the start lights have gone out. Depending on the severity, a 3 to 10 second time penalty will be imposed by the Clerk of the Course on any competitor deemed to have jumped the start of the race. The penalty will be applied to the race result.

2.5.6 YELLOW FLAGS

In the event of an incident during the race (spun kart, accident between 2 or more karts, circuit safety features require repair, etc) yellow flags will be shown at the marshal post prior to the incident. ALL drivers are to slow down, raise one arm to acknowledge the yellow flag and there is to be NO overtaking. A green flag will be shown at the next SAFE marshal post, after which point drivers may resume racing. Any driver contravening this regulation will be awarded a 15 second time penalty and will be required to report to the Clerk of the Course.

2.5.7 RACE STOPPAGE – RED FLAGS

Should a race be stopped by the display of red flags, ALL drivers must IMMEDIATELY slow down and return to the start line and form a single line of karts, as indicated by the marshal. The following procedures shall apply:

- a) If less than 50% race distance has been completed by the leader, the race will either be re-run in its entirety or abandoned in which case the result becomes null and void.
- b) If 50% race distance or more has been completed by the leader; the race will be deemed to have ended. The race result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only vehicles that are under their own power at the showing of the Red Flag will be classified.

2.5.8 RACE FINISH

The leading kart will take the chequered flag, followed by all other karts in the race. After receiving the chequered flag all karts must slow down and proceed directly to the pit lane.

2.5.9 LAPPED DRIVER TO RETURN TO THE PITS FLAG (BLUE FLAG WITH RED SALTIRE)

Should a Lapped driver be shown the Blue Flag with Red saltire, they are to return to the pits at the next opportunity. This flag will be shown at the Start line with a kart number. But can also be given to a driver at any part of the track by an official. The drivers receiving this must return back to the pit lane immediately.

3 RACE CRAFT & SPORTING CONDUCT (ALL CATEGORIES)

3.1 RACE CRAFT

The SWS is a leisure karting race series designed to encourage new and experienced kart drivers to participate in a fun series with a global audience. It is expected that there will be varying levels of experience at each and every race event. Therefore, more experienced drivers are required to set an example to less experienced drivers i.e. A quicker driver will race around a slower driver, not force them out of the way through contact.

3.2 SPORTING CONDUCT

Karting is a non-contact motor sport. However, accidental contact does occur and will be accepted by the Organiser. Deliberate contact or sporting conduct infringements will not be tolerated. The following actions will be penalised, as per the Penalties Section (Section 5) of these regulations.

3.2.1 CONTACT-NO ADVANTAGE GAINED

In the event of contact between two karts, but no advantage is gained, the driver causing the contact will receive a warning (indicated at the start line) for their driving standards. Repeat offenders will be deemed to be attempting to gain an advantage and penalised as per 3.2.2.

3.2.2 CONTACT-ADVANTAGE GAINED

Where deliberate contact is made and the driver making contact gains an advantage, that driver will be penalised at the end of the race as per the Penalties Section (Section 5) of these regulations.

3.2.3 WHITE LINE INFRINGEMENTS

The white lines of the circuit define the limits of the track. Any competitor who runs their kart outside of these lines is deemed as gaining an advantage. On the first offence the driver will be shown a warning flag by the start line marshal. Repeat offenders will be penalised as per the Penalties Section (Section 5) of these regulations.

FOR CLARITY: The Clerk of the Course will deem 2 wheels over the white lines acceptable, 3 wheels beyond the white line, including touching the white line is not acceptable.

3.2.4 DANGEROUS DRIVING

Any dangerous driving conduct will be severely penalised. Dangerous driving is defined as any of the following or variants of and will be penalised as per the Penalties Section (Section 5) of these regulations:

- Contact between karts at the entry point of a corner
- Forcing or “squeezing” a kart off the circuit or into a safety feature (barriers, tyres, etc)
- Re-joining the circuit in an unsafe manner
- Excessive weaving or moving more than once to defend position
- Causing an avoidable accident

3.2.5 – OVERTAKING/DEFENDING:

Overtaking, according to the circumstances, may be done either on the right or on the left. However, maneuvers liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, weaving on a straight or deliberate crowding of karts towards the inside or the outside of a curve (or straight), are strictly prohibited. Such offences shall be penalised, according to the significance (and/or repetition of the offences) by penalties ranging from a fine to exclusion from the race. In general, ONE move across the track in defence of a position between any two corners is acceptable as long as this move is not erratic.

3.2.6 CODE OF CONDUCT

Karting is designed to be a fun sport and a community building activity. Any competitor, their parent or guardian, or any individual associated with a competitor, who acts/behaves in a manner contrary to the following will result in penalisation for that driver:

- All participants must play by the rules and respect all race officials and their decisions.
- All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.

- All participants must take responsibility for their actions at all times.
- It is the responsibility of each competitor to ensure that their family, friends and associated parties are aware that their actions will result in penalisation for the driver.
- Any disputes between participants should be resolved in a respectful and courteous manner. In the event that this is perceived not possible, the matter should be brought before the Clerk of the Course or the Organiser to mediate a resolution.
- Drugs and alcohol are strictly prohibited at all events. Consumption of such substances before or during a race event will result in the competitor being excluded and face further disciplinary action.
- Abusive comments on any social media platform (Facebook, Twitter, etc.) or public forum are completely forbidden. Competitors and their associates are strongly advised to guard against participating in contentious, divisive or damaging conversations, either verbally or via these means.
- All participants must obey officials instructions
- Abuse of Officials or fellow Competitors will not be tolerated

3.2.7 Emirates Motorsports Organisation (EMSO) National Code of Conduct

All participants are required to read and follow this Code of Conduct. By signing on for the race, competitors are therefore agreeing to be governed by the Code of Conduct. The conduct can be found:

<https://www.dubai autodrome.com/wp-content/uploads/2019/10/EMSO-National-Code-of-Conduct.pdf>

4 CLASSES AND ELIGIBILITY

4.1 AGE LIMITS:

Participants have to be minimum prescribed age on the day of the race event:

Junior Cup – Age 7 to 14

Senior Cup – Age 13 and up

Age 13 + can participate provided they have a competition license and weight 50kg, but aren't legible for scoring SWS Points

Masters (Senior Cup) – Age 35 and up

4.2 WEIGHT LIMIT

Junior Cup – 50kg

Senior Cup – 80kg

Masters (Senior Cup) – 90kg

Participants must meet the above minimum weight limit criteria, for each of their respective categories. Driver must weigh in wearing their full racing equipment, including suit, boots, rib protector, neck brace and helmet. The driver's weights will be checked prior to the Drivers Briefing and can be checked at any time thereafter during the race event. Any driver found to be underweight will be penalised as per the Penalties Section (Section 5) of these regulations.

4.2.1 Junior Cup drivers who fall below the minimum weight of 50kg will only have to carry a maximum of 15kg in their kart's weight box. IE. IF a driver weighs 20kg in his full kit, on the grounds of safety, he will only have to add 15kg of weight ballast.

4.2.1 Weighted vest or lead weights of any kind cannot be worn at weigh-in to increase the declared weight at weigh in nor can they be used in the race unless under exceptional circumstances agreed with the Organiser prior to the race.

4.3 KART BALLAST WEIGHTS (ALL CLASSES)

If a driver is below the required minimum weight they will be provided with ballast weight for the kart. The weight denominations are:

- Blue = 10Kgs
- Red = 5Kgs
- Yellow = 2.5 Kgs
- White = 2.5kgs

The driver is responsible for ensuring that they place the correct amount of ballast in each and every kart they use during the event. The driver is ALSO responsible for ensuring that they remove the ballast weights at the end of each element of the race event (i.e. qualifying, races etc.). Drivers are not permitted to take any ballast weights away from the pit lane area. Any driver not complying with this regulation will be penalised as per the Penalties Section (Section 5) of these regulations.

Note: Weighted seat inserts are prohibited but none weighted seat inserts are allowed but cannot be contributed to the 'driver weight'.

4.4 WEIGHING SCALES

The official weighing scales will be situated at the pit lane entrance and are classed as a Judge of Fact. Officials can check any driver's weight at any moment during the course of the race event.

4.5 KART NUMBERS

Kart numbers will be allocated randomly to the karts by the Organiser prior to the race event.

4.6 KARTS

4.6.1 KART SPECIFICATIONS & TECHNICAL RULES

The Organiser will provide the following kart specifications for each race event:

- Junior Cup - SodiKart LR5 with 120cc engines supplied by Dubai Kartdrome.
- Senior Cup/Masters - Sodikart RX8 390cc 13.5 HP engines supplied by Dubai Kartdrome.

NO modification or mechanical intervention will be allowed to the karts. Any participant, or associated individuals, found to have breached this regulation will result in the penalisation of the driver as per the Penalties Section (Section 5) of these regulations.

4.6.2 REPLACEMENT KARTS

Participants will be allocated their karts in accordance with Section 2.4 of these regulations. A driver will be provided with a replacement kart in the event of a genuine mechanical failure not attributable to misuse of the kart.

Karts will NOT be replaced if damage is caused as a result of deliberate contact between karts or as a result of the kart being misused by the driver.

5. PENALTIES

The following penalties will be applied by the Clerk of the Course or the Organisers in the event of a specified infringement of these regulations:

Ser#	Infringement	Penalty
1	Late for Drivers Briefing	Warning OR 10-place Starting Grid Penalty for Race 1
2	Missing the Drivers Briefing	Organisers can revoke the entry OR impose a Starting Grid Penalty by sending the driver to the back of the grid for Race 1
3	Jump Start	3 to 10 second penalty
4	Ignoring a Yellow Flag Not slowing down after Chequered Flag	10 second penalty
5	White Line Infringements	5 second penalty
6	Contact-No Advantage Gained	Warning Flag OR up to 5 second penalty
7	Contact-Advantage Gained	10 second penalty OR up to 10 places reduction for that race
8	Dangerous & Wreckless Driving causing a collision/incident	Exclusion from the race or event (clerk of the course's discretion)
9	Ignoring a Red Flag	Exclusion from the race
10	Ignoring Mechanical Failure Flag	Exclusion from the race
11	Breach of Code of Conduct	Exclusion from the event
12	Driver Underweight	Disqualified
13	Tampering/Modifying Kart	Exclusion from the event
14	Pit Lane Speeding/Dangerous Driving in Pit Lane	5 place grid penalty
15	Re Joining the track in an unsafe manner at Pit Exit Unsafe rejoining the track during Practice/Race/qualifying	10 seconds
16	Squeezing or crowding another driver	5 second penalty OR up to 10 places reduction for that race
17	Excessive Weaving or blocking to defend a position	5 second penalty OR up to 10 places reduction for that race
18	Driver not having their suit or helmet correctly zipped up/strapped	Technical Flag during the race
19	Driver not obeying Blue Flag and Red Saltire cross (back marker flag)	Exclusion from the Race

All penalties will be applied firmly yet fairly to all participants; the Clerk of the Course will investigate potential infringements with officials and drivers before application of penalties to the results. There will be no protests.

6 SAFETY EQUIPMENT

On the grounds of safety, at all times when they are driving the kart, drivers must be equipped with

- (a) A pair of overalls that fully cover the arms and legs. Cotton overalls or CIK approved race suits.
- (b) A pair of gloves.
- (c) A pair of sport shoes that provide ankle cover.
- (d) A neck support collar is 'advisable'.
- (e) A rib protector is 'advisable'.
- (f) It is a requirement that clear visor to be worn after sunset or as instructed by the Organisers.
- (g) A full-face helmet, as a minimum to a standard suitable for use on public roads.

(Moto-cross / off-road helmets like shown below, are not permitted)



7 REGULATORY AMENDMENTS

DAMC reserves the right to issue additional statements concerning these Rules and Regulations from time to time during the calendar year. All such statements will be issued to all registered competitors by way of Competitors' Bulletins at race meetings.

8 ADVERTISING ON KARTS, OVERALLS AND HELMETS

Competitors will not be allowed to place their own sponsors branding on the kart without the express permission of the Organiser, and should not be advertising other venues on their visors or helmets.

It is a MANDATORY that all competitors are wearing a Dubai Autodrome Visor strip. Drivers in breach of this may be prevented from entering the track or given a Technical Flag during the event.

9 IMPORTANT NOTES:

- To be selected for the **Junior Cup** SWS World Finals, drivers must be 11 years of age and over. Should the outright winner not meet the required minimum age, then the highest placed drivers from the season, who are 11 years and over, will be selected for the SWS World Finals.
- To be selected for the **Senior Cup** SWS World Finals, drivers must be 15 years of age and over. Should the outright winner not meet the required minimum age, then the highest placed drivers from the season, who are 15 years and over, will be selected for the SWS World Finals.