

Dubai Kartdrome Sodi World Series (SWS) 2020 Ironman Sporting Regulations V2

REGULATIONS

For drivers taking part in the weekly Ironman events held at Dubai Kartdrome, they must comply to the final text of these Sporting Regulations, which shall be the English Version 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 Ironman 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:

<https://www.sodiwservices.com/en-gb/>

These Sporting Regulations apply to all Ironman events organised by Dubai Kartdrome and cover the following categories:

Junior Cup – Age 7 to 14 (complete)

Senior Cup – Age 15 and above

Age 13 + can participate in the Senior Cup provided they meet the 80kg minimum with the weight ballast provided but, as per SWS rules, 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

Phone +971 04 806 2225

Email: amaln@dubaiautodrome.com

Web: <https://www.dubaiautodrome.ae/kartdrome-main/racing/sodi-world-series/>

2.2 DATES

The Dubai Kartdrome will organize individual SWS Ironman events throughout 2020. Dates of the events will be weekly on a Wednesday unless stated otherwise. Additionally, the Organiser shall hold SWS Sprint events, results from which can also be contributed towards the global SWS rankings.

2.3 ENTRIES

To be eligible to score SWS points during an Ironman event, under these Regulations, each competitor must hold a valid SWS account number (free of charge). This can be obtained by registering at:

<https://www.sodiwservices.com/en-gb/become-sws-driver.html>

2.3.1 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: <https://www.sodiwseries.com/en-gb/> (N.B. Each Ironman event will be counted as ONE race 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 seven (7) days before the race event date.
4. Sodi website registration is FREE and is mandatory for all drivers.

2.3.2 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.

2.3.3 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 Ironman events or SWS Sprint Races.

2.3.4 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: AED 399

Senior Cup: AED 399

2.4 EVENT FORMAT

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

- Drivers Sign-on (LR4 – Parent/Guardian must sign for driver)
- Kart Draw
- Driver Weigh-in and Drivers Briefing
- Ironman Event

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 a kart number prior to the start of the event. This number will correspond to a number on a kart located in the Pit Lane.

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 Briefing. The driver is to be weighed by a Dubai Kartdrome official complete with their suit and helmet only, without ballast. (Rib protector, neck brace and 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 Ironman: each driver is **50kg**

Senior Ironman: each driver is **80Kg**.

2.4.2.3 DRIVERS BRIEFING

Drivers Briefing is MANDATORY; drivers are to refer to each event timetable for the specific timing of the brief. Drivers showing up late at the Drivers Briefing will only be allowed to participate in the event at the discretion of the Organiser. 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 briefing will be penalised as the Penalties Section (Section 5) of these regulations.

2.4.2.4 IRONMAN DURATIONS

Race durations are detailed below.

In each Ironman event the winner is defined as the competitor that sets the quickest time during the Ironman duration. All drivers behind him/her will be deemed to have finished the event regardless of the number of laps completed.

Format A: 60 Minute Ironman Event

Format B: 75 Minute Ironman Event

2.4.2.5 Event Formats can be changed and altered at any time by the Organiser

2.4.2.6 When Competitors set the Same Lap Time

Should there be two competitors who set the exact same lap time, then the driver who set the lap time first, will be classified first, followed by the second driver.

2.4.2.7 POINT SCORING

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

Drivers will be classified in the order according to their 'Fastest Lap' and awarded points as below after the application of any penalties:

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

Finishing Position	Points Awarded
DNS (Did Not Start)	0
Disqualified	0

2.5 KARTS AND TECHNICAL ARRANGEMENTS

2.5.1. - Kart Specifications, alterations and set-up:

A SODIKART single engine 390cc kart, duly prepared by the organizers for endurance races, will be made available by the organizers to each driver.

The performance of all karts is declared identical by the manufacturer and organiser; no claims will be accepted regarding the particular performance of a kart. Kart set-ups are identical and they are calibrated in order to make the fleet as homogenous as possible. No request for kart change or repair will be entertained prior to the Ironman event start.

Mechanical repairs may only be made by the organizers' mechanics and must be carried out only in a technical area nominated by the organizers. It must be clearly understood that no modifications whatsoever are allowed to be made to the karts. For the avoidance of doubt this also includes tire pressures, which will be set by the organizers with the aim to be identical for all karts.

2.5.2. – MANDATORY KART ROTATION

Organisers will issue the 'Technical Flag' (**Black Flag with the Orange Circle along with kart numbers**) to the **top 3 fastest drivers after the First 30minutes** have completed.

These drivers must return to the Pit Lane within two Laps of receiving the Technical flag and change their kart with the spare kart at front of the line.

- ➔ Once the drivers reach the kart change area, they are to stop their karts and get out and wait for their front number plate, which will be removed by a Kartdrome mechanic, and given to them.
- ➔ Once they have the number plate, the driver is to go to the first kart in the line and give the number plate to the Kartdrome Mechanics to fit.
- ➔ The driver is solely responsible for collecting their own weights before getting into the next kart and installing them. Drivers who don't need weights, are responsible for checking and removing weights from any kart they get into.
- ➔ All drivers must have their weight checked each time they pass through the Pit Lane.
- ➔ ALL DRIVERS MUST CHANGE KARTS and must take the FIRST Kart in the Line
- ➔ ***In the event there is more than one driver in the Pit Lane, the first driver who entered the Pit Entrance must take the first kart in the line. The second driver in takes the second kart in line and so on.***
- ➔ **NOTE: Drivers who complete more than two passing laps after being issued the Technical Flag, will not have their lap times recorded until mandatory kart change is done.**

2.5.3 - NON-MANDATORY KART ROTATION

Each time a driver enters the pit lane, regardless of the reason, their weights will be checked and they are required to change karts by taking the FIRST kart in the LINE. Drivers, even if not one of the quickest three, must change karts each time they enter the pits.

Drivers can swap karts and take breaks, as and when they feel.

2.5.4 – KART DAMAGE / KART REPLACEMENT:

In case of accident or mechanical failure on track, the driver must make his way safely to the pits with **kart number** and **transponder** where he or she, must take the FIRST kart in the line. No compensation in time or laps will be given to drivers who experience mechanical failure. The way to the pits can only be made together with a track marshal.

(It is the responsibility of the Driver to bring the Front kart number plate and transponder back to the pitlane)

2.5.5 – Pit Lane Behavior

Drivers coming into the Pit Lane for a kart change shall do it without deliberately stopping between the pit entry and the kart change areas. Should any drivers be found doing so, they will incur a penalty. There should be no overtaking or holding up other karts in pit lane.

2.5.6 – Speed in the Pit Lane:

Karts traveling above walking speed will receive a penalty, as listed within **Regulation 5.0**

2.6 GENERAL

It is the driver's responsibility to ensure that both he/she and their kart are in position on time, with their correct weight in box. For drivers not carrying weight, they are responsible to remove such weight.

For Junior and Senior Ironman events, drivers will be released from the Pit Lane behind a Dubai Kartdrome Pace Kart Marshal. This is for all drivers to familiarize themselves with the circuit layout and kart. At the completion of one full lap, the marshal driving the Pace Kart will pull into the Pit Lane and this will signify that the start of the Ironman event.

2.6.1 YELLOW FLAGS

In the event of an incident during the Ironman event (spun kart, accident between two 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 driving. Any driver contravening this regulation will have their fastest lap up to the point removed.

2.6.2 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) The time remaining in the session will be paused until that point at which we can resume the session.
- b) If there is less than five (5) minutes remaining of the session, the Ironman event will be deemed to have ended. The result will be based on the classified order according to the driver's 'Fastest Lap' after the application of any penalties.

2.6.3 IRONMAN ENDING/FINISH

At the end of the Ironman event, all karts will receive the chequered flag and must slow down and proceed directly to the pit lane.

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 Ironman event. Therefore, more experienced drivers are required to set an example to less experienced drivers (Ex: 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 Ironman, as per the Penalties Section (Section 5) of these regulations.

3.2.3 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.

3.2.4 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.

3.2.5 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:

<http://dubaiautodrome.ae/wp-content/uploads/2019/10/EMSO-National-Code-of-Conduct-1.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 eligible for scoring SWS Points

4.2 WEIGHT LIMIT

Junior Ironman – 50kg

Senior Ironman – 80kg

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 Ironman 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.

4.2.2 Senior Ironman drivers who fall below the minimum weight of 80kg will only have to carry a maximum of 30kg in their kart's weight box. IE. IF a driver weighs 48kg in his full kit, on the grounds of safety, he will only have to add 30kg of weight ballast

NOTE: 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 (Regulation 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 ironman event.

4.5 KART NUMBERS

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

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	Missing the Drivers Briefing	Organisers can revoke the entry
2	Ignoring a Yellow Flag	Best Lap time up to that point removed
3	Contact-No Advantage Gained	Warning Flag
4	Contact-Advantage Gained or multiple reports of contact/bumping	Best two Lap times up to that point or after event removed.
5	Dangerous/Reckless Driving causing a collision/incident	Exclusion from event (Organiser's discretion)
6	Ignoring a Red Flag	Exclusion from the event
7	Ignoring Mechanical Failure Flag	Exclusion from the event – All Lap Times deleted after 2 passings from the time flag shown with kart number
8	Breach of Code of Conduct (Unsportsmanlike conduct to other drivers, officials or organizers)	Exclusion from the event
9	Driver Underweight	Disqualified
10	Tampering/Modifying Kart	Exclusion from the event
11	Pit Lane Speeding/Dangerous Driving in Pit Lane or in breach of Regulation 2.5.5	Best Lap time up to that point removed
12	Re Joining the track in an unsafe manner at Pit Exit Unsafe rejoining the track during Practice/Race/qualifying	Best Lap time up to that point removed
13	Driver not having their suit or helmet correctly zipped up/strapped	Technical Flag during the race
14	Not complying with Kart Rotation system	Best two Lap times up to that point or after event removed.

All penalties will be applied firmly yet fairly to all participants; the Organiser will investigate potential infringements with marshals 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.

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.