



Dubai Kartdrome CRG Sprint Cup 2023 Sporting Regulations

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 organised and administered by Dubai Kartdrome in accordance with these Regulations.

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

Senior Cup & Masters

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

Joelyn Yusuf

Phone +971 04 806 2225

Email: joelyny@dubaiautodrome.com

Web: www.dubaiautodrome.ae

2.2 DATES

The Dubai Kartdrome will organise Individual **CRG Sprint Cup** race events throughout 2023. Dates of the race events will be posted on the official website (see Section 2.1).

2.3 ENTRY CRITERIA CRG SENIOR & MASTER CUP

Every Senior entrant must have posted a minimum lap time of **1 min 15 seconds** on the outdoor circuit's International configuration, during any arrive and drive session, 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. Drivers who are unable to register a minimum lap time of **1min 15 seconds**, are advised to look at the Dubai Kartdrome's weekly Ironman Sessions for additional track time.

2.3.3 ENTRY PROCESS

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

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 & received by the Organiser 7 days before the race event date.



2.3.4 RECEIPT

Any entry not accompanied by the relevant fee 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**. If there are more than 25 entries in each 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 CRG Cup Sprint Races.

2.3.6 FEES

The relevant entry fee will be published on the website and on-line registration process.

For all 2023 race events, the fees are as follows inclusive of VAT:

Senior Cup/Masters: Qualifying plus 2 races – **AED 450** per round (Format A)

One off Events: (Format & Prices shall vary Event to Event)
Qualifying plus 3 races – **AED 575 per round**

2.4 EVENT FORMAT

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

- Drivers Sign-on (**The Parent/Guardian must sign for drivers below the age of 18yrs old**)
- Kart draw
- Driver weigh-in
- Drivers Brief
- Qualifying (Format A)
- Heats/Races
- Awards presentation

2.4.1 SENIOR CUP/MASTERS FORMATS:

FORMAT A: 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.

FORMAT B: 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 ***order of fastest Laps set during Race 1***. Eg. A driver could have finished in 25th place, but set the fastest Lap of the Race in Race 1. So this driver will start from Pole Position and so on.

2.4.2 SIGNING ON

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



2.4.2.1 KART DRAW

Drivers will draw separate kart numbers for **Qualifying** and each **Race**. 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 and helmet only, without ballast.

(Rib protector, neck brace and (none weighted) insert seats can be used, but are NOT part of the considered weight during weigh in)

Minimum Driver weight: See Regulations 4.2 & 4.3 for ballast requirements

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 everyone in order to determine priority, and so on. Race 2 starting position is based on the official classified results from Race 1, unless we use **Format B – see Regulation 2.4.1.**

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 **12 minutes + 1 Lap**. The results of Race 1 will determine the starting positions for Race 2 under Format A. Points will be awarded based on the 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 **12 minutes + 1 Lap**. Points will be awarded based on the 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 who accumulated the most points from the races on the night



2.4.2.7 Award Presentation for master’s Category:

Any driver wishing to register and compete within the master’s category, must be 40 years 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.

Organisers will keep track of each competitor’s finishing results during Qualifying and each of the races on the night. 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 **Senior CRG Sprint 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)	-1 point less than the last place finisher			
DNF (Did not finish)	-1 point less than the last place finisher			
Disqualified	0			



2.5.1 GENERAL

CRG 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. If 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. The penalty for failing to slow down under yellow flag conditions shall 5 second penalty OR up to 10 Grid Penalty. Overtaking under yellow flag conditions will result in Disqualification from the heat.

Any driver contravening this regulation will be awarded penalties according to **Reg 5. Penalties**

Overtaking under a yellow flag or full course yellow flag: Yellow flag conditions start from the Point at which the flag is being waved, ie Marshal post or where a marshal/official is standing whilst waving the yellow flag, you must have completed your overtake and be in front of the kart your overtaking, before the yellow flag is being waved.

Should the overtake have taken place after the Marshal Post, a penalty will be applied.

Once passing the Marshal Post, the driver can only start overtaking once passing a 'Green' flag or passing another manned marshal post not waving the yellow

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 and crossed the finish line 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 and can also be given to a driver at any part of the track by an official/marshal. The drivers receiving this must return to the pit lane immediately.

3 RACE CRAFT & SPORTING CONDUCT (ALL CATEGORIES)

3.1 RACE CRAFT

The **DAMC - CRG Sprint Cup** is a leisure karting race series designed to encourage new and experienced kart drivers to participate in a fun series. It is expected that there will be varying levels of experience at each 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 penalized, 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 penalized 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 penalized at the end of the race as per the Penalties Section (Section 5) of these regulations.

3.2.3.1 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

3.2.3.2 YELLOW ZONE INFRINGEMENTS

On various part of the circuit, there will be certain Corners & Kerbs with Yellow Tyres placed on them. On these corners, any drivers hitting these **Yellow Zone Tyres** will be penalised as per Penalty Chart shown in **Regulation 5**.

3.2.4 DANGEROUS DRIVING

Any dangerous driving conduct will be severely penalized. Dangerous driving is defined as, but not limited to, any of the following or variants of and will be penalized 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, tires, etc.)
- Re-joining the circuit in an unsafe manner
- Excessive weaving or moving more than once to defend position
- Causing an accident
- Brake Testing

3.2.5 – OVERTAKING/DEFENDING:

Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres 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 if 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 penalization 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 always.
- 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. If 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 Motorsport sport 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.ae/wp-content/uploads/2019/10/EMSO-National-Code-of-Conduct-1.pdf>

3.2.8 SEAT BELTS

All CRG Centurion Karts are fitted with '**Roll bars & Seat Belts**'. It is Mandatory for all competitors to wear, correctly fastened as design intended, these seat belts at all times when on the circuit. Anyone found to be in breach of this, will be excluded from the Qualifying Session or Race. Drivers can only remove seat belts when they have safely RETURNED to pit lane and brought the kart to stop.

4 CLASSES AND ELIGIBILITY

4.1 AGE LIMITS:

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

Senior Cup – Age 13 and up

Masters (Senior Cup) – Age 40 years and up

4.2 WEIGHT LIMIT

Senior Cup – **85kg**

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 and helmet.

(Rib protector, neck brace and (non-weighted insert seats can be used, but are not part of the considered weight during weigh in)

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 Drivers who fall below the minimum weight despite carry Full Ballast of Weight:

On the grounds of Safety - Drivers who weigh less than 55kg with their full Kit on, will only have to carry a maximum of 30kg in their kart's weight box. However, in such case – this driver can not compete in the MASTER's Category.

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.



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

The driver is responsible for ensuring that they place the correct amount of ballast in each 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 race event.

4.5 KART NUMBERS

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

4.6 KARTS

4.6.1 KART SPECIFICATIONS & TECHNICAL RULES

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

Senior Cup/Masters – **CRG Centurion 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 because of deliberate contact between karts or because of the kart being misused by the driver

5. PENALTIES

In the event of a specified infringement of these regulations, penalties will be applied by either the Clerk of the Course or Event Organiser. There will be no protests. The list of Penalties can be found on **Page 10**



Ser#	Infringement	Penalty
1	Late for Drivers Briefing	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 Jump Start Advantage Gained	3 second penalty 10 second penalty
4	Yellow Flag – Not slowing down when shown the yellow flag During Qualifying or During Race Heat or Final Overtaking Under Yellow Flag	5 second penalty OR up to 10 Grid Penalty Exclusion from Qualifying / Race
5	Speeding in Pitlane Warming Tyres by swerving in Pitlane	5 Place Grid Penalty 5 Place Grid Penalty
6	White Line Infringements - crossing white lines with more than 2 wheels During Qualifying: During Race:	Fastest Lap/Laps deleted 5 seconds added to race time
7	Yellow Zone infringements – During Qualifying Yellow Zone infringements – During Race	Fastest Lap/Laps deleted 5 seconds added to race time
8	Bumping / Contact-No Advantage Gained Bumping / Contact-Advantage Gained	Warning Flag OR up to 5 second penalty 10 second penalty OR up to 10 places reduction for that race. (clerk of the course's discretion)
9	Dangerous & Wreck less Driving causing a collision/incident	Exclusion from the race or event (clerk of the course's discretion)
10	Ignoring a Black / Red Flag/ Mechanical Failure flag more than 2 Laps	Exclusion from Qualifying / race
11	Driver not obeying Blue Flag and Red Saltire cross (back marker flag) more than twice	Exclusion from the Race
12	Breach of Code of Conduct – Unsportsmanlike behaviour	Exclusion from the event
13	Driver Underweight in Qualifying, heats or Final	Exclusion from Qualifying / race
14	Using Pits to Driver Radio	Exclusion from Qualifying / Race (clerk of the course's discretion)
15	Tampering/Modifying Kart	Exclusion from the event
16	Pit Lane Speeding/Dangerous Driving in Pit Lane	5 second penalty OR up to 10 Grid Penalty
17	Re Joining the track in an unsafe manner at Pit Exit Unsafe re-joining the track during	5 second penalty OR up to 10 Grid Penalty
18	Squeezing or crowding another driver	5 second penalty OR up to 10 Grid Penalty
19	Excessive Weaving or blocking to defend a position	5 second penalty OR up to 10 Grid Penalty
20	Driver not having their suit or helmet correctly zipped up/strapped Driver using a tinted Visor after Sunset	Technical Flag during the race
21	Offensive Language, accusations verbal or written, or through any form of media; or any such behaviour deemed to be bringing the Series or sport into disrepute	Exclusion from Event or Championship at the discretion of the Organiser
22	Driver Not Wearing a SEAT BELT	Exclusion from Qualifying / race

6 SAFETY EQUIPMENT

On the grounds of safety, always 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) Clear Visors or Yellow Night Visors are only permitted after Sunset **(Tinted not permitted after sunset)**

(d) A pair of sport shoes that provide ankle cover.

(e) A neck support collar is 'advisable'.

(f) A rib protector is 'advisable'.

(g) It is a requirement that clear visor to be worn after sunset or as instructed by the Organisers.

(h) 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 organisers 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 GO PROS

Go Pros are not permitted to be worn on helmets or placed on a kart during CRG Sprint Cup Events.

10 IMPORTANT NOTES:

There are no International Rankings for the CRG Sprint Cup.