



DUBAI BAMBINO CUP

SPORTING AND TECHNICAL REGULATIONS 2024-2025 v1 – 16.08.24

REGULATIONS

The final text of these Sporting and Technical Regulations 2024-2025 v1 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.

The Dubai Bambino Cup rules are provided in the spirit of the competition to provide a fair and equitable set of guidelines for all competitors, parents and guardians to adhere to and are hopefully written in an easy to understand format. If in any doubt as to interpretation, please ask for clarification.

1 – GENERAL:

The Dubai Kartdrome will organize and run The Dubai Bambino Cup series in accordance with the requirements of Dubai Kartdrome. The series will be held over 5 rounds. Event information will be posted on www.dubaiautodrome.com

This event will be organized and administrated by Dubai Autodrome / Kartdrome in accordance with the Dubai Bambino Cup Sporting and Technical Regulations 2024-2025 v1, a detailed schedule for each event, the AARKC Comer C50 or C52 Technical Regulations 2024-2025, the IAME UAE Bambino Cup Technical Regulations 2024-2025 and any Official Bulletins released during the series by the Dubai Autodrome / Kartdrome, IAME and AARKC.

All the parties concerned (FIA, EMSO, Dubai Kartdrome, Al Ain Raceway, IAME UAE, and entrants) undertake to apply and observe the rules governing these race series.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2 – INFORMATION SPECIFIC TO THE EVENTS:

2.1 ORGANISER / REGISTRATION

Dubai Autodrome / Kartdrome
P.O.Box 57331
DUBAI, U.A.E
Phone +971 4-8062-231
Email: purificacaop@dubaiautodrome.com
Web: www.dubaiautodrome.com

2.2 DATES / EVENTS:

ROUND 1: 19 OCTOBER 2024 (Saturday) – IAME Series UAE
ROUND 2: 25 JANUARY 2025 (Saturday) – Dubai 'O' Plate
ROUND 3: 02 MARCH 2025 (Sunday)
ROUND 4: 27 APRIL 2025 (Sunday)
ROUND 5: 03 MAY 2025 (Saturday) – DAMC

2.3 ENTRIES:

Entry consists of:

- Driver's 5yrs and above
- Filling the entry form and paying the event entry fee at the Kartdrome reception or;
- Entering and paying online: www.dubaiautodrome.com

2.3.1 - Reception Office:

Outdoor Kartdrome
P.O.Box 57331
DUBAI, U.A.E
Phone +971 48062231

2.3.2 - Entries:

- Entries are taken on first come, first served basis
- Any entry not accompanied by the fee shall be null and void.
- Entries are only deemed as submitted once the full payment has been received. The organiser reserves the right to reject entries at its discretion.
- Entries should be received 7 days before the race meeting date. The organisers reserve the right to refuse entries submitted after this deadline.
- Any entries received after this, will be declared a 'late entry' & the organizer have a right to refuse entries submitted after this deadline.
- Entries will be 100% secured only once entrants have received an email of confirmation. Entries must be sent to purificacaop@dubaiautodrome.com or delivered in person to the Reception Office at the Outdoor Kartdrome.

2.3.3 – Starters:

The maximum number of starters for each race will be that set by the organisers, subject to engine availability and the limits set by the Track Licence and the Codes. The minimum is 5 per event. The maximum for each practice session will be the Track Licence figure plus 20%. Should any of the minimum figures not be reached the organisers reserve the right to cancel the race or run alternative competitive or non-competitive track activities for the classes as appropriate.

2.3.4 – Fees:

- Bambino Cup Entry fees will be AED 450 per round inclusive of 5% VAT
- Late Entry fee of AED 105 will be applied to all entries received after 5pm on the Sunday prior to the event
- Any entry not accompanied by the fee and entry form shall be null and void.

2.3.5 – Supplementary Fees (optional):

Lap time printouts AED 40 Inclusive of VAT
Transponder hire AED 110 Inclusive of VAT
Exclusive / Official Practice fee AED 395 Inclusive of VAT

2.3.6 – Entry Refund:

Race entries once paid are non-transferable and nonrefundable after the deadline of the race meeting. In case of genuine reason subject to Race directors' approval, an admin fee of AED 160 will be deducted from the payment.

2.4 LICENCE AND AGE REQUIREMENTS:

2.4.1 - Drivers do not require a competition licence to take part in the Series. However, participants must have basic track knowledge and be conversant with circuit rules including flag signals. As such, all drivers must successfully complete a driving assessment and written/oral test at Dubai Kartdrome before being allowed to take part in the series. This must be arranged by the Competitor in advance with the circuit. It is expected that all Drivers have complied to the Terms & Conditions of Dubai Kartdrome, prior to entering the Series/event. These can be found on the website.

2.4.2 - Drivers must be at least 5 years of age to compete in the series. An original Passport/Emirates ID must be provided as authentication.

2.5 EVENTS FORMAT:

Each event consists of:

- Sign on
- Technical Scrutineering
- Drivers briefing
- Warm up – 10 min
- Time trial 1 (10 minutes)
- Time trial 2 (10 minutes)
- Time trial 3 (10 minutes)
- Award Presentation

2.5.1 – Signing on:

Signing on will commence at the time stipulated in the Event Schedule. Each driver is required to complete and sign a registration form (this must be done at each visit). Any driver not signing in during the allocated registration window will not be permitted to race. Pushers must also sign on at this time with their respective driver (see Article 3.2)

By signing the waiver and registration form, the Drivers and his parents/guardian/entrant confirm that they have read, understood and agree to abide by these sporting & technical regulations, reviewed any bulletins related to the round or series, familiarized themselves with the Code of Conduct and acknowledged Article 4 of the EMSO National Sporting Code.

2.5.2 - Drivers briefing:

The Official Driver's Briefing, is mandatory for all drivers, pushers, and parents and will take place at the time stated on the timetable for the event. Any driver and pushers who is absent will gain a penalty and may be prevented from racing altogether, with no refund. This is without exception. Any new drivers racing at the venue for the first time (regardless of experience) must attend a further briefing which will cover circuit rules and procedures in more detail. This will normally follow the Official Driver's Briefing.

2.5.3 – Scrutineering:

All Driver's must have scrutineered during the allocated time period detailed on the official time schedule. Scrutineering will take place in Technical Bay (near pit lane) at the time specified in the Official Event Schedule. Drivers must present themselves along with their race wear and kart (which must be ready to race) to the Scrutineers at the allotted time for a basic safety and technical compliance inspection. Drivers who do not successfully pass Scrutineering will not be permitted to take part in the race meeting.

2.5.4 – Time Trials:

The length of each session will be 10 minutes unless otherwise stipulated in the Event schedule per round.

All karts are released one-by-one from the Pre-Grid at regular intervals as directed by the Pre-Grid marshal. Crossing the start line for the first time will constitute the start of the first timed lap. Competitors may complete as many laps as they wish within the Time Trial duration. All lap times are recorded. Points will be awarded according to Article 2.5.5.

2.5.5 – Point Scoring / Classification:

Series points are awarded for each Time Trial in terms of best lap time classification.

For each Time Trial, the driver recording the fastest lap time will be awarded a maximum of 50 points.

Points are scored per Time Trial as follows:

- Fastest Lap 50 points
- 2nd Fastest Lap 45 points
- 3rd Fastest Lap 41 points...and so on down to 34th place (as shown in the table below)
- 35th place and any competitor thereafter will receive 1 series point.

| Finishing Position | Points Awarded | TIME TRIAL 1 | TIME TRIAL 2 | TIME TRIAL 3 | PENALTY POINTS DEDUCTED | GRAND TOTAL |
|--------------------|----------------|--------------|--------------|--------------|-------------------------|-------------|
| 1 st | 50 | | | | | |
| 2 nd | 45 | | | | | |
| 3 rd | 41 | | | | | |
| 4 th | 38 | | | | | |
| 5 th | 36 | | | | | |
| 6 th | 34 | | | | | |
| 7 th | 32 | | | | | |
| 8 th | 30 | | | | | |
| 9 th | 28 | | | | | |

| Finishing Position | Points Awarded | TIME TRIAL 1 | TIME TRIAL 2 | TIME TRIAL 3 | PENALTY POINTS DEDUCTED | GRAND TOTAL |
|--------------------|----------------|--------------|--------------|--------------|-------------------------|-------------|
| 10 th | 26 | | | | | |
| 11 th | 25 | | | | | |
| 12 th | 24 | | | | | |

2.5.6 – 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 the final classification.

2.5.7 - In case a Time Trial is cancelled because of “force majeure,” no points will be awarded.

2.5.8 - In the case that 2 or more drivers finish the day’s event with the same number of points, the higher placing will be awarded to the driver with the outright fastest Time Trial lap of the day.

2.5.9- In the situation two drivers are tied and share the identical outright fastest Time Trial lap of the day, then organisers will refer to the second fastest Time Trial lap of the day, and so on until a winner emerges. If this procedure fails to produce a result, DAMC Committee will nominate a winner according to such criteria as it deems fit.

2.5.10 - There will be separate awards for the top three placed drivers in the Comer and IAME Bambino Categories.

2.6 DID NOT START (DNS):

DNS is used to classify any driver who fails to cross the start line at any point during a Time Trial. The number of points awarded for a DNS is 1 less than the last classified competitor.

2.7 PENALTY POINTS:

Drivers who receive a black flag will receive a penalty in accordance with the nature of the offence, at the discretion of the Race Director. The following non-exhaustive guide covers a number of common infringements and their associated penalties:

| | |
|---|---|
| • Contact (with another competitor) | 10 points deducted at the end of the session |
| • Pit Lane Speeding | 5 points deducted from the time trial’s allocated points |
| • Ignoring flag signals | 10 points deducted from the time trials allocated points |
| • Being late to the Driver’s Briefing | 5 Points deduction from the total points <u>or</u> put to the back of the pre-grid for all sessions |
| • Missing the Driver’s Briefing | 15 points deduction from total points and put to the back of the pre grid for all time trial sessions |
| • Underweight | 20 Points deduction from total points |
| • Improper conduct on or off track (including parents) | 30 Points deduction from total points and/or exclusion from the event |
| • Technical non conformity | DQ from that time trial |
| • Failure to comply with Parc Ferme & Venue Requirements (including running engine excessively in the Pit area/paddock) | 10 points deduction from total points from the day |
| • Failure to raise their hand prior to entering the pit lane | 2 points deduction from total points from the day |
| • Loss of control (spinning or leaving track) | 1 point |
| • Causing a collision | 3 points |
| • Careless Driving (general) | 3 points |
| • Failing to register at the right time | 3 points |
| • Failing to Scrutineer on time | 3 points |
| • Failure to observe ‘engine function test’ rule | 3 points |

These are for guidance purposes only. The Organisers reserve the right to inflict greater penalties, financial or otherwise, (including exclusion, suspension and disqualification) if the behaviour of a driver (or their support crew) contravenes the standards advocated by and associated with the Series and its supporters and sponsors.

Any decision made by the Clerk of the Course is final and there will be no scope for appeal. Any driver with a genuine grievance should request to see the Clerk of the Course as soon as possible after the session for an explanation rather than to debate the decision.

2.8 BAMBINO CUP DUBAI CHAMPIONSHIP POINTS:

2.8.1- Championship points are awarded for Final placings per event only (see 2.4.5)

2.8.2 - In case an event being cancelled, because of “force majeure,” no points will be awarded.

2.8.3 - In the case of 2 or more drivers finishing the season with the same number of points, the higher place in the Championship will be awarded to the driver with the greatest number of 1st places in Finals. If the number of 1st places is equal then the greatest number of 2nd places will be used, and so on until a winner emerges. If this procedure fails to produce a result, DAMC Committee will nominate a winner according to such criteria as it deems fit.

2.8.4 - At the conclusion of the season, each driver must drop his/her worst overall Round scores to determine an ultimate Championship total. This includes non-attended rounds. Non – attended rounds will classify as worst scores. Exclusion rounds cannot be part of the worst scores.

| Finishing Position | Championship Points Awarded |
|--------------------|-----------------------------|
| 1 st | 50 |
| 2 nd | 45 |
| 3 rd | 41 |
| 4 th | 38 |
| 5 th | 36 |
| 6 th | 34 |
| 7 th | 32 |
| 8 th | 30 |
| 9 th | 28 |
| 10 th | 26 |
| 11 th | 25 |
| 12 th | 24 |

2.9 TYRE PRESSURE MEASURING/RECORDING:

The concept of the Bambino Series is young drivers to be able to access and enjoy the sport of karting at beginner level in a fun, uncomplicated, safe environment. These sessions provide an ideal platform for such ones to learn about track craft and driving rules while developing their skills progressively before reaching licence-holding age. The focus is on fun and education rather than performance and trophies and all competitors (and especially parents) are expected to submit to this fundamental idea. Therefore, Organisers of the Dubai Bambino Cup reserve the right to measure and record the tyre pressures of all karts, at the end of each time trial. The tyre pressures from the driver which set the fastest time in that given time trial, will be published to all other competitors.

3 – ADDITIONAL RULES/PROCEDURES:

3.1 - PRE GRID

At the allotted time, drivers and pushers will make their way to the Pre-Grid in preparation for their session. Drivers/karts will be lined up on the Pre-Grid in single file according to a pre-determined, randomly-generated order (different for each session).

Drivers will not be permitted to line up on the Pre-Grid without a pusher present.

It is forbidden to carry out any work and/or set-up on the kart on the Pre-Grid.

Pushers should take up positions around the circuit in agreement and with approval from the Clerk of the course.

At the green flag signal, drivers will be released one-by-one from the Pre-Grid at 5 second intervals as dictated by the Pre-Grid Marshal. Drivers (or pushers) arriving after this time will only be permitted to join the circuit with the express permission of the Clerk of the Course.

3.2 - PUSHERS:

Each driver must have a ‘pusher’ representing him/her. Pushers must register with their respective driver at Signing On (see Article 2.5.1) where they will receive a high-visibility vest, after leaving a deposit with Dubai Kartdrome Reception.

Pushers must be at least 18 years of age and must attend the Driver’s Briefing with their driver where instructions pertaining to the Race Day will be given. During Bambino sessions, pushers will be stationed intermittently around the circuit (on safe zones) at the behest of the Clerk of the Course. It is the responsibility of each pusher to provide timely assistance to ALL Bambino drivers as and when needed.

3.2.1 – Pusher’s must wear closed shoes when on circuit (flip flops or high heels are not permitted)

3.2.2 - Smoking is prohibited whilst out on the circuit

3.3 – BREAKDOWNS:

Drivers must remain inside their karts at all times.

In the event that a kart gets stuck (on or off the circuit) or if a technical problem occurs which prevents the driver from reaching the Pit Lane, the driver should raise his/her hand and pull the kart over to a safe place, away from the racing line. The closest pusher will attend the scene at a safe moment to move the kart and driver to a safe place off the track. Once in a safe position the pusher may attempt to restart the kart or repair the problem. If this is successful the driver may rejoin the circuit when it is safe to do so. If the kart cannot be restarted, the Marshals will supervise the extraction of the driver to a place of safety with the assistance of the pusher(s)

3.4 – PIT LANE RULES & SPEED

3.4.1 - All driver must raise their hand prior to enter the pit lane after each session

3.4.2 - Pit Lane speed must be kept to walking pace at all times. This is an important safety rule that must be adhered to as the Pit Lane is the only area in which driven karts are mixed with unprotected Drivers and Officials. Any driver deemed to be speeding in the Pit Lane by the Officials will receive a penalty at the discretion of the Clerk of the Course.

3.5 – WEIGHING SCALES:

3.5.1 - The official weighing scales will be situated at the beginning of Parc Fermé.

Since classification is based on lap time, it is mandatory for ALL driver/kart weights to be recorded at the end of each Time Trial session, even if the competitor did not finish (DNF). Any kart unable to reach the scales by its own means will be placed under the control of Marshals/Pushers, who will supervise the movement of the kart to the scales with the assistance of the driver.

3.5.2 - Any driver failing to report directly to the scales after completing 1 lap or more will be classified in last place.

3.5.3 – Karts are not allowed to leave the weighing area without the authorization of the Scrutineer

3.5.4 – It is forbidden to drink, pour water on the suit or introduce any kind of liquid inside Parc Ferme.

The Chief Scrutineer will be the judge of fact in all post-race weigh-ins. If a competitor is found to be underweight (see Article 9.3), a penalty will be applied according to Article 2.7.

3.6 – PARC FERME RULES:

The Chief Scrutineer may invoke Parc Fermé at his discretion which will be sufficiently secure so that no unauthorised person can gain access to it. Drivers are not permitted to leave Parc Fermé until expressly permitted by the Officials.

3.6.1 – Floor mats as per (Article 6.2) must be under each kart in Parc Ferme when carrying out maintenance or cleaning

3.6.2 – Shaving/Cleaning up of tyres is not permitted in parc ferme. Drivers found leaving a mess will be penalized as per not conforming to Venue Requirement listed within (Article 2.7)

3.6.3 – Competitors are not permitted to rev their engines for more than 20 seconds continuously.

3.6.4 – Organisers are permitted to record the tyre pressures of the fastest driver from each time trial. (As per Article 2.9)

3.7 - FINISHING PROCEDURES - Chequered Flag:

The chequered flag signal will be given at the Start/Finish Line to indicate the end of the session. After having received the chequered flag all karts must proceed directly to the Pit Lane under yellow flag conditions, using the normal course of the track, without performing doughnuts, without stopping, without giving or receiving any object whatsoever and without any help (except that of Marshals if necessary).

Any driver removing both hands from the steering wheel whilst travelling at considerable speed, whether in celebration or not, will be adjudged to be driving dangerously and subject to a penalty, at the discretion of the Clerk of the Course.

3.8 – CODE OF CONDUCT

All competitors and associated persons must conform to the rules laid under 'Code of Conduct' as well as Article 4 of the EMSO National Sporting Code.

A. All participants must play by the rules and respect race officials and their decisions

B. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.

C. All participants must take responsibility for their actions at all times and communicate behavioural responsibilities to members of their family, team and support crew.

D. All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner to the appropriate person (official) at the event.

E. Drivers must take the time to read and fully understand the posted rules, regulations and conditions for any race event prior to its commencement. Requests for clarification of such regulations should be asked during the Drivers' Briefing.

F. All participants must have respect for the environment, the hosting venue, spectators and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and presentable as possible.

G. Drugs and alcohol are strictly prohibited during training, testing and races. Consumption of such substances during these times is a serious offence. Offenders will be disqualified from the event and face further disciplinary action.

H. Abusive comments on any social media platform (Facebook, Twitter etc.) or public forum are completely forbidden. This applies to competitors, teams, officials, organisers and any person associated with the series and the sport in general. Competitors are strongly advised to guard against participation in contentious, divisive and potentially damaging conversations and will be held liable for their actions.

I. Further to social media posts relating to the DAMC / Dubai Bambino Cup Championship, or any element therein, must be proactive, informative or positive. Competitors, teams and associates should avoid posting negative comments about anyone other than themselves. Any party in breach of this rule is liable to bring the series and, by association, the sport into disrepute. Action will be swift on such matters and could result in expulsion from the Championship for the offender, whether individual, team, mechanic, circuit or official. In the case that the offender is not a registered competitor, action may be taken against any party associated with the offender.

4 – AWARD PRESENTATION:

4.1 – Competitors may be obliged to carry official stickers and sponsor logos on their karts, race suits and helmet. Any such material will be provided by the Organisers along with instruction on positioning as necessary.

4.2 - Competitors are responsible for the presentation and preservation of sponsor stickers/logos. The Organiser will provide 1 complete set of stickers to each competitor free of charge. Lost/damaged stickers must be replaced at the expense of the competitor.

4.3 - Competitors may be required to remove decals/stickers and other advertising which may conflict with series sponsors. Competitors may be required to take part in further promotional activities at the rounds or the end-of-season prize-giving.

4.4 - Prize winners will be obliged to wear a sponsor cap, if supplied by Race Organiser, during the award presentation. All drivers receiving awards at the post- race presentation should wear their race suit (zipped up with collar fastened) and race boots.

4.5- Failure to comply with the Organiser's instructions could lead to exclusion from the results/event.

5 - ADVERTISING ON KARTS, OVERALLS AND HELMETS:

Competitors in all categories, will be required to wear the Dubai Kartdrome Visor Strips, whilst placing the official Bambino Cup Series stickers on their karts side pods & nose cones. These stickers need to be requested from the organisers. Competitors without a Dubai kartdrome visor strip or official Bambino Cup Stickers on their helmets/karts, may not be allowed to exit from the dummy grid.

6 – VENUE REQUIREMENT:

6.1 - AWNINGS/TENTS:

It is absolutely forbidden to disrupt the paddock, car park or venue ground surfaces in any way by marking, drilling, staining etc. It is required that all competitors comply with instructions issued by representatives of the venue as well as the organisation.

6.2 – FLOOR MATS:

The use of floor mats (or suitable equivalent floor covering) beneath karts when work is being carried out is mandatory throughout practice and race days. This prevents problematic, unsightly and costly tarnishing of paddock areas belonging to the host venue. The organisers reserve the right to eject from the paddock area any competitor who fails to observe this ruling and/or may insist that the offender purchase/hire appropriate floor protection if immediately available.

7 – SAFETY EQUIPMENT:

7.1 CRASH HELMET:

Drivers must wear a well-fitting helmet with efficient and unbreakable protection for the eyes. Only Helmets with Snell-FIA standards CMS2007 or CMR2007 are permitted.

7.2 – RACE SUIT:

Race suits are mandatory. It is strongly recommended that drivers wear kart race suits with a “Level 2” homologation granted by CIK-FIA. Drivers wishing to use race suits which do not meet this standard must present them to the Scrutineers for inspection and approval.

7.3 – GLOVES: Gloves are mandatory. They must be in good condition and must completely cover the hands and fingers.

7.4 – FOOTWEAR:

Drivers MUST wear suitable flat-soled footwear with ankle protection. Sandals, high heels, open-toed footwear or flippers will not be permitted.

8 – DUBAI BAMBINO CUP BAMBINO TECHNICAL REGULATIONS:

8.1 - The following regulations may be amended at any time by Dubai Kartdrome by way of Competitor Bulletins or Event Supplementary Regulations which will be posted on the Official Notice Board at each event. The Dubai Kartdrome Bambino Cup will be following the IAME Bambino Cup & COMER C50 or C52 Technical Regulations, which can be found at: www.iame.ae (IAME) www.alainraceway.com (COMER)

Karts are only allowed to compete if they are in a condition which meets the Series safety standards and if they comply with the regulations. They must be maintained in such a way as to not represent a danger to the driver or other participants/spectators.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN

8.2 – CHASSIS:

Only chassis produced by a reputable chassis manufacturer will be allowed. Competitors unsure of whether a particular model fits in with this requirement should contact the Organisers for approval. Such chassis will be subject to the following criteria:

8.2.1 – Materials Prohibited: Carbon Fibre, Magnesium, Kevlar & Titanium Components

8.2.2 – Maximum rear Width of tyres: 1100 mm

8.2.3 – Safety brake cable to be fitted

8.2.4 – Fully enclosed Chain guard must be fitted. See regulation 8.7

8.2.5 - Wheel base: 780mm (±20mm)

8.2.6 - Rear axle: 25mm solid, 30mm solid or 30mm hollow

8.2.7 - Brake system must be mechanical type and work on rear wheels only

8.2.8 - Brake discs must be secured to the brake disc holder by means of bolt and lock nut.

8.2.9 - *Caster/Camber adjustment is NOT PERMITTED*

8.3 – ENGINE:

8.3.1 - Engines to be used in the Dubai Bambino Cup Series are the standard, unmodified IAME M1 60cc or Comer C50 or C52.

8.3.2 – Both these engines must be complete and in standard condition as manufactured by IAME and Comer, whilst always remaining within the confines of the original IAME engine fiche (no. 363) and Comer fiche.

8.3.3 - It is expressly forbidden to swap, add, modify or in any way alter the specification or function of any component of the engine unit which should remain as received throughout the event.

8.3.4 - All IAME engines must comply to the 2024-2025 IAME Bambino Cup Technical Regulations, which can be found at: www.iame.ae

8.3.5 – All COMER engine must comply to the 2024-25 AARKC COMER C50 or C52 Technical Regulations, which can be found at: www.alainraceway.com

8.4 – BAMBINO CUP TYRES FOR IAME M1 CLASS:

Starting from the first time trial session, only the tyres specified below are permitted to be used in the event:

Komet Racing Tyre Model K1D – M

Front size: 10 x 4.00-5

Rear size: 11 x 5.00-5

8.5 – COMER C50 OR C52 BAMBINO CUP TYRES:

Starting from the first time trial session, only the tyres specified below are permitted to be used in the event:

Comer-powered Bambino karts must use a set of Race Tyres according to the Comer compound as stated by AARKC sporting/technical regulations.

8.6 – Strictly no modifications or tyre treatments are allowed. There is no minimum or maximum number of tyres per event. Tyres may be used at consecutive events.

8.7 – CHAIN GUARD:

A fully enclosed chain guard is mandatory and must offer effective protection over the top and both sides of the exposed chain and sprocket. It should extend at least to the lower plane of the rear axle along a line level with the center of both front and rear sprockets. The guard must be designed to prevent the driver's fingers from getting caught in the chain. Additionally, the chain guard should cover the sprocket and the crown wheel down to the center of the crown wheel axis.

Chain guards for both Comer & IAME powered karts must be constructed, installed, and maintained in accordance with the following:

1. The Chain guard should be constructed from a non-metallic material and securely mounted to not fall out of line with the chain.
2. The guard should extend around the axle drive sprocket to at least below the horizontal centre line of the sprocket and must cover the chain as viewed from directly above.
3. Loosely mounted guards tied to the chassis will not be accepted.
4. A chain guard which is not in its proper position during a race may cause the entrant to be given a mechanical defect flag, at the discretion of the Clerk of the Course or the Chief Scrutineer if it is considered a hazard.
5. Plastic strip guards which only protect the upper edge of the chain will not be accepted as being compliant with the above.

9 – FUEL:

- 9.1.1 It will be each competitor's responsibility to purchase their own petrol.
- 9.1.2 Petrol needs to be unleaded, commercial UAE pump fuel, up to 98 octanes.
- 9.1.3 It is forbidden to add any liquid and/or power-boosting chemicals into the petrol.
- 9.1.4 The Scrutineers, following the decision of the Stewards, have the right to change/replace any driver's petrol at their discretion, at any during the official heats.
- 9.1.5 Fuel Mix For IAME M1 Class: The recommended oil mixture ratio is 3%.
Only the official oil for the Event (CIK-FIA karting approved semi-synthetic 2-stroke oil) Wladoil Racing K-2T is allowed.
- 9.1.6 Fuel Mix for Comer C50 or C52 Class
Lubricating Oil to be 2T XPS
Recommended fuel to oil mix ratio is 6%

Case 1 - The driver will be asked to enter the paddock area without petrol in his/her fuel tank. The organization will then provide petrol at no cost to the driver. The added petrol will be in compliance with the supplementary regulations of the event.

Case 2 - Petrol will be changed without warning, at no cost for the driver.

9.1.7 If non-conformity is ascertained, further tests will be conducted at the cost of the Entrant/Driver. An invoice will be provided.

9.2 – NUMBERS:

Racing Numbers must comply with the provisions of Article 2.24 of the CIK Technical Regulations. The numbers shall be clearly displayed on the front and back of the kart and on the outside face of both side pods. Numbers must be Black and at least 15cm high with 2cm thick stroke, represented with an Arial font or similar, on a clear Yellow background.

The range of numbers is 1 to 99. Number requests must be confirmed by the series Organisers and are issued on a first-come, first-served basis, with the following exceptions:

- 9.2.1 - The previous season's winner of Dubai Bambino Cup has first refusal to run with the Number '1'
- 9.2.2 - The current Dubai O Plate Bambino Champion is allowed to run with the Number '0'
- 9.2.3 - The driver is responsible for ensuring that the required numbers are clearly visible to Officials, Timekeepers and Marshals at all times.
- 9.2.4 - Karts not complying to Article 9.2 may not be allowed to participate in the Event.

9.3 – WEIGHT:

- 9.3.1 - IAME M1 Bambino Karts: The minimum weight of kart + driver is 77kg. This will be checked at the end of each Time Trial
- 9.3.2 - COMER C50 or C52 Bambino Karts: The minimum weight of kart + driver is 69kg. This will be checked at the end of each Time Trial
- 9.3.3 - Any ballast must be fitted safely and securely to either the floor tray or the seat by means of at least two mechanical fixings. No single piece should exceed 5kg.

9.4 – GEARING:

For both IAME & COMER powered Bambino karts – the Rear Gearing will be fixed at: 85 teeth for each round. Should there be any changes, these will be stated within the Supplementary Regulations for each event. Should the incorrect gearing size be fitted, then penalties as per (Article 2.7) will be applied.

9.5 – DATA COLLECTION & GO PRO:

- 9.5.1 - Go Pro's are permitted provided they are mounted on the front Nassau panel only. It is strictly prohibited to mount Go Pro's on helmets! No footage from the Go Pro can be used/ nor will be accepted by the organisers to contest, appeal penalties or protest.
- 9.5.2 - Data units (eg a mychron 4 or 5) may be used to collect data such as RPM, Engine Temperature and Lap Times. No other sensors or data is permitted.

10. TRANSPONDER

10.1 – Transponder Hire or Purchase:

Transponder hire will be charged at AED 110 per day and transponders will be distributed at signing on. There are a limited number of transponders available for hire. These will be allocated as Entry Forms are received on a first-come, first-served basis. Any Entry received after all hire transponders are allocated will need to buy a transponder.

Transponders are available for from reception. This includes charger, user manual and fixing kit. Please check in advance with the Series Organisers for availability.

10.2 – Transponder Fitting:

The transponder must be mounted in an approximately upright position and secured at a height of 25cm ±5cm (measured from the ground to any part of the transponder).

It is the driver's responsibility to ensure that the transponder is fitted in the correct position at all times when driving. Failure to do so may result in the transponder functioning intermittently or not functioning at all which, in turn, will lead to non-classification.

11 - FLAG RULES & MEANINGS

Yellow Flag:



This is a signal of danger to indicate a hazard which may be wholly/partly blocking the track or may be just off the track. Drivers must reduce speed, not overtake and be prepared to change direction (or even stop if necessary). Yellow flags will normally be shown only at the marshal post immediately preceding the hazard. Caution should be exercised (reduced speed with strictly noovertaking) from the first yellow flag until the incident has been safely negotiated. A green flag will be used at the end of a yellow 'zone'.

Red Flag:



This flag is used to stop a practice session or Time Trial. Drivers must immediately slow down and proceed with great caution and without overtaking to the safety area. This exact location will vary from venue to venue and will be explained clearly by the Clerk of the Course in the Driver's Briefing.

Yellow and Red Striped Flag:



This flag means slippery surface and will be shown to inform drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag.

Blue Flag:



This flag is shown to a driver as an indication that he/she is about to be overtaken.

Green Flag:



This flag is used to indicate that the track is clear and is used to signal the start of a practice session or Time Trial.

White flag:



This flag is used to indicate to the Driver that there is a much slower vehicle on the sector of track controlled by that flag point.

Black and White Chequered Flag:



This flag signifies the end of a practice session or Time Trial and is shown at the Start/Finish Line. Drivers must slow down and proceed carefully to the Pit Lane without overtaking.

The following three flags will normally be shown at the Start Line and accompanied by a number which refers to the kart whose number is displayed. These flags may also be displayed at places other than the Start Line should the Clerk of the Course deem this necessary.

Black and White Flag Divided Diagonally:



This flag should be shown only once and is a warning to the driver concerned that he/she has been reported for questionable driving or unsportsmanlike behaviour.

Black Flag:



This flag is used to inform the driver concerned that he/she must return to the Pit Lane immediately and report to the Clerk of the Course.

Black Flag with Orange Disc:



This flag is used to inform the driver concerned that his/her kart has mechanical problems likely to endanger him/herself or others and he/she must return to the Pit Lane on the next lap.

12. GENERAL SAFETY:

12.1 - It is strictly forbidden for drivers to drive their karts in a direction opposite to that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.

12.2 - During each on-track session during the Event, drivers may use the track only and must at all times observe the dispositions of the CIK International Sporting Code relating to driving on circuits. The circuit is defined by the white lines on both sides of the track. Drivers are allowed to use the whole width of the track between these lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

12.3 A speed limit of 5mph is imposed in the pit lane at all events. Any driver deemed to be exceeding this speed limit will be liable to sanctions provided for in the Regulations.

- 12.4 - No driver may leave the Parc Fermé Area without permission from the Chief Scrutineer.
- 12.5 - Any driver who intends to leave the track by means of the Pit Lane shall demonstrate his/her intention in due time and shall ensure that he/she does so safely.
- 12.6 - In each session of the Event, drivers must at all times wear the full equipment defined under Article 7 of these Regulations.
- 12.7 - It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. This applies to skateboards, push-bikes/scooters, Segways, wheelbarrows, pogo-sticks and other such equipment by extension.
- 12.8 - The driving of karts in the Paddock Area is forbidden under all circumstances.
- 12.9 - In the unusual case of rain, slick tyres will continue to be used. Racing will continue as normal at the discretion of the Race Director or Clerk of the Course in collaboration with the Chairman of the Stewards. Normally, racing will only be halted if driving conditions become dangerous, e.g. in the case of standing water. It is assumed that drivers will be able to recognise wet conditions due to the appearance of rain drops on their visors.
- 12.10 - It is forbidden for a driver (or any child) to be seated in a kart while it is balanced on a kart trolley, whether the trolley is in motion or stationary.
- 12.11 - Parents are reminded of their responsibility to monitor and control their children at all times during a practice/race day. The venue (and paddock) is not a playground. Children should behave appropriately and should not be left unattended. Failure to observe this could lead to a fine or penalty being applied to the entrant or licence holder to which the offending party is linked.

13 - COMER C50 or C52 BAMBINO CLASS

Organisers will permit Bambino's powered by the COMER C50 or C52 to run with IAME M1 powered bambinos during the same Dubai Bambino Cup time trials.

- 13.1 – Comer C50 or C52 powered Bambino Point Scoring / Classification
- 13.2 - Comer powered karts will score points based on the overall classified order within their own Comer category as per Regulation 2.5.5
- 13.3 - The top 3 highest placed COMER C50 or C52 drivers from the overall Comer Class standings will be awarded on the podium
- 13.4 - Championship Points:
There will be a separate Championship tally for Comer powered bambino karts. Comer participants will be awarded Championship points as per Regulation 2.8

14 - END OF SEASON PRIZE FOR IAME M1 BAMBINO CLASS

Organisers of the Dubai Bambino Cup have teamed up with IAME UAE to award the Winner the 2024/2025 Dubai Bambino Cup M1 Class:

ONE x Free IAME Water Swift 60cc engine, subject to the below terms and conditions being met:

- 14.1 IAME champion winner will be old enough to race in X30 Mini class before January 30th, 2026 (Minimum age: 8 years old).
If the winner doesn't comply to the age, Dubai Autodrome management, reserve the right to award the said prize to the next highest competitor who will comply to the age.
- 14.2 The winner agrees to race in the 2025 /2026 UAE IAME X30 Series.
- 14.3 The winner should not sell the engine until they completed one season.
- 14.4 The Winner will be awarded a voucher and the engine can be collected from IAME UAE distributor.