

# Dubai Kartdrome Sodi World Series (SWS) 2026 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 organised and administrated by Dubai Kartdrome in accordance with the Sodi World Series (SWS) regulations, information on which can be found at <https://www.sodiworldseries.com/en-gb/>

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

**Junior Cup**  
**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

**Vaal Barretto**

Phone +971 04 806 2225

Email: [vaalb@dubaiautodrome.com](mailto:vaalb@dubaiautodrome.com)

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

#### 2.2 DATES

The Dubai Kartdrome will organise Individual SWS Sprint race events throughout 2025. 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 <https://www.sodiworldseries.com/en-gb/become-sws-driver.html>

##### 2.3.1 ENTRY CRITERIA JUNIOR CUP

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

- a. **Posted a lap time below 36 seconds around the Indoor circuit on a Junior Cup kart during Arrive & Drive.**
- b. **Should any driver not complete a lap time of 36 seconds at the Indoor, organisers may give dispensation if they have completed one of the below:**
  - **20 Arrive & Drive Sessions**
  - **3 X Junior Rookie Races**
  - **5 x ironman sessions**

- DAKA Drivers on a current course may enter with the approval of the DAKA Coordinator or Kartdrome Manager.
  - Drivers who have a recognised FIA Race license
  - Drivers with an existing SWS Profile and who have raced on other National or International tracks. This will be subject to verification.
- c. Minimum age – Please refer to Regulation 4.1

### 2.3.2 ENTRY CRITERIA SENIOR CUP

Every Senior entrant must have met one of the following qualifying criteria, to enter an SWS SENIOR CUP event:

- d. Minimum age – Please refer to Regulation 4.1
- e. Drivers with an existing SWS Profile and who have raced on other National or International tracks, will be subject to verification.
- f. Have a recognised FIA Race License
- g. Every Senior entrant must have posted a minimum lap time of 1 min 14 seconds on the outdoor international circuit layout, 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.
- h. Drivers who are unable to register a minimum lap time of 1min 14 seconds, are advised to look at the Dubai Kartdrome Rookie Cup. Please contact Organiser listed in Regulation 2.1
- i. Should any driver not complete a lap time of 1min 14 seconds, organisers may give dispensation if they have completed one of the below:
  - 20 Arrive & Drive Sessions
  - 8 x Senior Rookie Races
  - 10 x ironman sessions
  - DAKA Level 3 Drivers on a current course may enter with the approval of the DAKA Coordinator or Kartdrome Manager.

### 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 <https://www.sodiwseries.com/en-gb/> (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 & 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 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 34 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 SWS Sprint Races.

### 2.3.6 FEES

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

For all 2025 race events, the fees are as follows inclusive of VAT:

Junior Cup:	Qualifying plus 2 races – AED 475 per round
Senior Cup/Masters:	Qualifying plus 2 races – AED 495 per round (Format A)
One off Events:	(Format & Prices shall vary Event to Event)

Qualifying plus 3 races – **AED 595 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 (**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 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 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 can be used and will be considered as part of the driver's weight during weigh in).**

\*Non-weight seat inserts are permitted – but are NOT considered part of the driver's 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 a driver is not permitted to participate, due to being late,

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.

#### **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 **11 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 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 master's category, must be 35 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.

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

**2.5.4.1 STANDING STARTS:** 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. Starts will be either Standing or Rolling, as directed by the clerk of the course during Driver's Briefing.

#### 2.5.4.2 ROLLING STARTS:

- Rolling starts are used for certain track layouts only.
- When released from the Pit Lane, drivers must proceed towards the starting line at a reduced and constant speed and maintain their Position. **(This is called the formation Lap)**

- Drivers should line up in two lines of karts, with each line remaining within the white tram lanes marked on the track.
- Crossing the tram lanes is not allowed. Penalties will be given as follows:
  - i) **A time penalty of 3 seconds for partly crossing the lanes with 1 to 2 wheels outside.**
  - ii) **A time penalty of 10 seconds for completely getting out of the corridor (eg. three to four wheels outside the tram lane)**
- When the karts approach the starting line, the red lights will be turned on
- The start signal will be given by switching off the red lights by the Clerk of the Course or start finish official, when they are satisfied with the formation.
- Once the start lights are turned off, drivers are permitted to break formation and begin racing.
- If the Clerk of the Course or the start line official is not satisfied with the procedure, they will not switch off the lights and may issue a FALSE START Flag at the soonest available Marshal post. In such case, drivers must do another formation lap.

#### **2.5.4.3 RED FORMATION LINE: (applicable to Rolling starts only)**

This is a red painted lateral line, located on the back straight of the circuit. A driver who is otherwise delayed from leaving the Pit Lane or finds themselves out of position will have the possibility of regaining his/her original place, as long as it's done before the Red Formation Line, during the formation Lap. It is forbidden to overtake or retake your original grid position for whatever reason, after this Red Line.

If a driver is unable to regain their original starting position – they can stay in the position they reached, provided it's not higher up the grid than their original position. E.g., If the driver was meant to start P3 and dropped to P21 on the formation lap. If the driver manages to reach P7 before the Red Formation Line, then the driver can stay in the said position. To regain one's position, it is forbidden to use any course other than the track used during the race.

However -Any driver permitted to join the track AFTER a false start MUST remain at the back of the grid on the current formation lap and any subsequent formation lap until the race is officially started.

#### **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. In the event there is no green flag, drivers can resume racing once they have safely passed the incident/hazard. 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, i.e., 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. No

#### **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 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 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 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.dubaiautodrome.ae/wp-content/uploads/2019/10/EMSO-National-Code-of-Conduct-1.pdf>

#### **4 CLASSES AND ELIGIBILITY**

##### **4.1 AGE CRITERIA/LIMITS:**

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

**Junior Cup** – Age 7 to 14

**Senior Cup** – Age 15 and above

\*Drivers Aged 13 years who have a Valid FIA competition license and their weight is 50kg, can participate in Senior SWS events - however aren't legible for scoring SWS Points. Only drivers 15yrs and above can score Senior points.

**Masters (Senior Cup)** – Age **35 years** and up

Note: For the Master's category at the Sodi World International Final – only drivers over the age of 40 years will be legible for selection.

##### **4.2 WEIGHT LIMIT**

Junior Cup – **50kg**

Senior Cup – **85kg**

Ladies Cup – **65kg**

Masters (Senior Cup) – **95kg**

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 can be considered part of the driver's weight. **However - non-weighted insert seats can be used, but these 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 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, the driver 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.

##### **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 have the correct amount of ballast in each kart they use during the event at all times. The driver is ALSO responsible for ensuring that they remove the ballast weights from the kart if they don't require it.

Drivers are not to remove any weights from their karts (i.e. at the end of qualifying or the races etc.), until their kart weights have been checked by officials and they have been given permission to. 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:

Junior Cup - Sodikart LR6 with 160cc engines supplied by Dubai Kartdrome.

Senior Cup/Masters - Sodikart RT10 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.

#### 4.7 MECHANICAL BREAK DOWNS & KART PERFORMANCE

All karts participating in the event will undergo thorough checks prior to each race. While mechanical failures can occur unpredictably and underperformance can happen unexpectedly, it is an inherent risk in motorsport. In the event of a kart breakdown during a race, a spare kart will be made available for immediate use. **Please note that no refunds or credits will be provided for technical issues, poor performing karts, or kart breakdowns.**

#### 4.8 BADLY DAMAGED KARTS DUE TO DANGEROUS OR WRECKLESS DRIVING

It is important for all drivers to prioritize safety on the track and respect the equipment provided by Dubai Autodrome. Any deliberate attempts to damage karts or endanger other drivers will not be tolerated and may result in legal action being taken against the responsible parties.

By participating in events at Dubai Autodrome, drivers and teams acknowledge and agree to adhere to the regulations set forth regarding the responsibility for damages caused by dangerous or reckless driving. Failure to comply will result in disciplinary action being taken, up to and including permanent suspension from all future events at Dubai Autodrome.

In the event a kart is badly damaged during the event by a driver due to reckless or dangerous driving, the driver will be responsible for damages up to 10,000 AED including VAT. The team will be given a replacement kart and will have:

30 minutes to make the necessary payment to reception. Failure to comply, will result in the driver being excluded from the event and permanently banned from Dubai Autodrome.

Please note that the decision to deem a kart as badly damaged due to reckless or dangerous driving will be at the discretion of Dubai Autodrome Technical staff. Any disputes regarding the condition of the kart will be resolved by the Event Director & Clerk of the Course. It is the responsibility of the driver and team to always adhere to safe driving practices to prevent accidents and damage to equipment.

**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	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	<b>Jump Start</b> <b>Jump Start Advantage Gained</b>  <b>Rolling Start Infringements:</b> <b>1 - 2 wheels outside of tram lines</b> <b>3 – 4 wheels outside of tram lines</b>  <b>Red Formation Line Infringements:</b> <b>Formation Lap – Gaining Position ‘After’ Red Line</b> <b>Formation Lap – Taking a Short Cut</b> <b>Formation Lap – Overtaking ‘After’ Red Line and before the Start Signal</b>	3 second penalty 10 second penalty  3 second penalty 10 second penalty  5 seconds or up to 30 positions Race Exclusion 10 seconds or up to 30 positions
4	<b>Yellow Flag – Not slowing down when shown the yellow flag During Qualifying or During Race Heat or Final</b>  <b>Overtaking Under Yellow Flag during the race or after the chequered flag</b>	5 second penalty OR up to 10 Grid Penalty  Exclusion from Qualifying / Race. Or, at the discretion of the Clerk of the course a 10 second penalty OR up to 10 grid places
5	<b>Speeding in Pitlane</b> <b>Warming Tyres by swerving in Pitlane</b>	5 Place Grid Penalty 5 Place Grid Penalty
6	<b>White Line Infringements - crossing white lines with more than 2 wheels.</b>  <b>During Qualifying:</b> <b>During Race:</b>	Fastest Lap/Laps deleted. 5 seconds added to race time
7	<b>Yellow Zone infringements – During Qualifying</b> <b>Yellow Zone infringements – During Race</b>	Fastest Lap/Laps deleted. 5 seconds added to race time
8	<b>Bumping / Contact-No Advantage Gained</b>  <b>Bumping / Contact-Advantage Gained</b>	Warning Flag OR up to 5 second penalty  Reduction for that race. (clerk of the course’s discretion)
9	<b>Dangerous &amp; Wreck less Driving causing a collision/incident</b>	Exclusion from the race or event Or, at the discretion of the Clerk of the course a 20 second penalty OR up to 20 grid places
10	<b>Ignoring a Black / Red Flag/ Mechanical Failure flag more than 2 Laps</b>	Exclusion from Qualifying / race
11	<b>Driver not obeying Blue Flag and Red Saltire cross (back marker flag) more than twice</b>	Exclusion from the Race
12	<b>Breach of Code of Conduct – Unsportsmanlike behaviour</b>	Exclusion from the event
13	<b>Driver Underweight in Qualifying, heats or Final or</b>	Exclusion from Qualifying / race

	Drivers removing weights from karts without officials' permission.	
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	Badly damaged karts due to dangerous or reckless driving	<b>10,000 AED payment</b> within <b>30 Minutes</b> of instruction by Officials, or exclusion from the event and permanently banned from Dubai Autodrome
23	Slowing down on track deliberately during qualifying.	Start at the back of the grid
24	Ignoring the Chequered flag.	Qualifying- 5 positions grid penalty Race- 5 second penalty

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, 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 SWS Sprint Events.**

## **10 RADIO COMMUNICATION**

**Radio communication between drivers or drivers to Pit, is not permitted at any time.**

## **11 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.

## **12. MASTERS 100 EVENTS**

During the season, organisers will run unique to Dubai Kartdrome standalone '**Master 100 events**' in line with these SWS Sporting Regulations, with the following exceptions:

### **12.1 Minimum age requirement: 25yrs old**

### **12.2 All Drivers must meet the Minimum driver weight of 100kg (Note: karts can accommodate a maximum of 30kg ballast) Driver's responsibility to always maintain a minimum weight of 100kg.**

### **12.3 All drivers must have completed a minimum of 10 x Arrive & Drive Sessions, or a Lap time of 1min 18 seconds or less.**

### **12.4 DAMC SWS Masters Cup Championship – only drivers above the age of 35 will score points**

## **13. SWS CANCELLATION AND RESCHEDULING POLICY:**

### **13.1 Cancellation Policy:**

- Clients can receive a full refund of any advance payment if they cancel their booking more than **7 working days** (business hours) prior to the event, with an admin fee of **160 AED** deducted.
- If the client cancels their booking in less than **7 working days** before the event, **50%** of the advance payment will be refunded.
- No refunds will be provided if cancellation requests are made within **3 working days** (business hours) before the event.
- Refunds for cancellations will be processed after deducting any applicable admin fees.

- Public Holidays are not included as working days for cancellation notice.

***\* In case of cancellation due to sickness, organizers must be informed at least 2 hours before the event registration begins, and a doctor's certificate must be provided within 2 days.***

### **13.2 Rescheduling Policy:**

- With rescheduling requests made more than **7 working days** before the original event date, no admin fees will apply.
- If clients wish to reschedule an event between **3 to 6 working days** before the original event date, an admin fee of **160 AED** must be paid during registration onsite on the rescheduled date.
- Rescheduled events must take place within **3 months** of the original booking.
- Clients are allowed to reschedule the same booking only once. If a rescheduled event is later cancelled by the client, no refunds will be provided.
- All cancellation or rescheduling requests must be communicated via written email to the sales representative handling the booking from **Mon-Fri during business hours**. If the sales representative is unavailable, contact their nominated backup person stated in the out-of-office message.
- If Dubai Autodrome (Dubai Kartdrome) cancels a booking due to adverse weather conditions or other Force Majeure reasons, clients will not receive a refund but can book a replacement date within **3 months** of the cancelled booking. Dubai Autodrome cannot be held responsible for any costs incurred under such circumstances.

### **13.3 SWS Loyalty:**

In-case of any SWS Loyalty programs introduced by Kartdrome. Any no-shows or cancellations of SWS races bookings made using the loyalty session within 3 days of the event, the loyalty session will be forfeited.