

SPORTING AND TECHNICAL REGULATIONS 2026-2027 v1 (27.08.2026)

REGULATIONS

The final text of these Sporting and Technical Regulations 2026-2027 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 Regulations are issued in the spirit of the competition to provide a fair, safe, and equitable set for all Drivers, Parents, Entrants and Guardians. By signing on for this championship, all concerned acknowledge that they have read, understood, and agree to comply with these Regulations and all other applicable official Regulations, Bulletins, decisions, and communications issued by the Organizer. If in any doubt as to any interpretation, please ask for clarification from the organizer.

1 – GENERAL:

Dubai Kartdrome (DAMC) will organize and run The Dubai Bambino Cup series in accordance with the requirements of Dubai Kartdrome. The series will be held over 9 rounds. Event information will be posted on www.dubai autodrome.com

This event will be organized and administrated by Dubai Autodrome-Kartdrome in accordance with these Dubai Bambino Cup Sporting and Technical Regulations 2026-2027 v1, a detailed schedule for each event, the IAME UAE Bambino Cup Technical Regulations 2026-2027, the AARKC Comer C50/C52 Technical Regulations, EMSO National Sporting Code of Conduct and any applicable appendices, and any Official Bulletins released during the series by the Dubai Autodrome-Kartdrome, IAME UAE and AARKC.

All the parties concerned ASN, Dubai Kartdrome, AARKC (Al Ain Raceway), IAME UAE, Drivers, Parents/Guardians, Entrants, Promoters and Sponsors undertake to apply and observe the rules governing FIA Karting and these race series.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2 - INFORMATION SPECIFIC TO THE EVENTS: ORGANISER / REGISTRATION

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

2.2 DATES / EVENTS:

- ROUND 1: 12th September '2026 (Saturday) – DAMC
- ROUND 2: 31st October '2026 (Saturday) – DAMC
- ROUND 3: 14th November '2026 (Saturday)
- ROUND 4: 23rd January '2027 (Saturday) – DUBAI 'O' PLATE
- ROUND 5: 20th February '2027 (Saturday) – DAMC
- ROUND 6: 24th of April '2027 (Saturday) – DAMC
- ROUND 7: 08th of May '2027 (Saturday)
- ROUND 8: 29th of May '2027 (Saturday) – DAMC
- ROUND 9: 12th of June '2027 (Saturday)

2.3 ENTRIES:

Entry consists of:

- Driver's must be 5 years of age to compete in the series up to maximum age is 8 years.
- Filling the entry form and paying the event entry fee at the Kartdrome reception or;
- Entering and paying online: www.dubai autodrome.com

2.3.1 Reception Office:

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

2.3.2 Event Registration:

- a) Entries are taken on first come, first served basis.
- b) Any entry not accompanied by the fee shall be null and void.
- c) Entries are only deemed as submitted once the full payment has been received. The organiser reserves the right to reject entries at its discretion.
- d) Entries should be received **7 days before the race meeting date**. The organisers reserve the right to refuse entries submitted after this deadline.
- e) Any entries received after this, will be declared a 'late entry' & the organizer have a right to refuse entries submitted after this deadline.
- f) Entries will be 100% secured only once entrants have received an email of confirmation from purificacaop@dubai autodrome.com
- g) Entries must be sent to 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:

- a) Bambino Cup Entry fees for Race Day only, inclusive of 5% VAT, will be **495AED** for all three Formats.
- b) **Late Entry fee of AED 110** shall apply to all entries **received after 4pm on the Friday one week prior to the event**.
- c) Any entry not accompanied by the fee and entry form shall be null and void.

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2.3.5 Supplementary Fees (optional):

- Lap time printouts AED 40 Inclusive of VAT
- Transponder hire AED 110 Inclusive of VAT (Official Practice and Race Day)
- Exclusive / Official Practice fee will be charged separately and will be communicated by the Organizer prior to each event.

2.3.6 Entry Refund:

Race entries, Exclusive Practice, Official Practice fee once paid are non-transferable and non-refundable after the deadline of the race meeting. In case of genuine reason subject to Race directors' approval, an admin fee of AED 180 will be deducted from the payment.

2.4 LICENCE AND AGE REQUIREMENTS

2.4.1 - Drivers are not required to hold a competition licence to participate in the Series. However, all participants must have basic track knowledge and be familiar with circuit rules, including flag signals.

- Before being permitted to participate, all drivers must successfully complete a driving assessment and written/oral test at Dubai Kartdrome. This must be arranged in advance by the Competitor directly with the circuit.

- All drivers must also comply with the **New Qualification Requirements for Outdoor Kart Owner Sessions v2** and the applicable **Dubai Kartdrome Terms & Conditions** prior to entering the Series or any event. These are available on the Dubai Kartdrome website:

<https://dubai kartdrome.ae/kartdrome-main/racing/bambino-cup/>

- To be eligible to participate in the **Dubai Bambino Cup**, a driver must have completed **at least one** of the following:

1. Five (5) Bambino Practice Days; **or**
2. Ten (10) Arrive & Drive sessions; **or**
3. Five (5) Junior Ironman events at the Indoor Kartdrome; **or**
4. Outdoor SWS and/or Rookie Races.
5. Completion of one of the above eligibility routes does not remove the requirement to successfully complete the Dubai Kartdrome driving assessment and written/oral test.

2.4.2 Drivers must be at least 5 years of age to compete in the series. The maximum age is 8 years (Drivers who start the series, may compete until the end of the season during which they turn 8). An original Passport/Emirates ID must be provided as authentication.

2.4.3 Sprint Race Requirements: Bambino drivers who have safely completed at least six (6) Bambino Time Trials within the past 12 months with **1.15.00 lap time**, either in the Dubai Bambino Cup or the IAME UAE Series.

2.5 EVENT FORMAT:

The Organiser will choose to run one of the below Formats and will notify the competitors through the event timetable:

FORMAT A: Time Trials	FORMAT B: Time Trials + Sprint Race	FORMAT C: Sprint Race
Sign on & Technical Scrutineering	Sign on & Technical Scrutineering	Sign on & Technical Scrutineering
Drivers and Pushers briefing	Drivers and Pushers briefing	Drivers and Pushers briefing
Warm up (10 minutes)	Warm up (10 minutes)	Qualifying (10 minutes)
Time trial 1 (10 minutes)	Time trial 1 (10 minutes)	Sprint Race 1 (6 Laps)
Time trial 2 (10 minutes)	Time trial 2 (10 minutes)	Sprint Race 2 (6 Laps)
Time trial 3 (10 minutes)	Final Sprint Race (6 Laps)	Final Sprint Race (8 Laps)
Award Presentation	Award Presentation	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/pushers confirm that they have read, understood, and agree to abide by these sporting & technical regulations, reviewed any bulletins related to the round or series, drivers briefing, familiarized themselves with the Code of Conduct and acknowledged Article 4 of the EMSO National Sporting Code.

2.5.2 Briefing:

The Official 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 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. Number of chassis: 1, Number of engines: 1

2.5.4 Time Trials:

- The length of each session will be 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 this duration. All lap times are recorded. Points will be awarded according to Article 2.5.6.

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2.5.5 Sprint Race:

- The format and duration of each Sprint Race will be specified in the Event Schedule for the relevant round. All competitors must assemble in the Pit Lane with their karts on trolleys. When instructed by the Clerk of the Course or Pre-Grid Marshal, competitors shall place their karts directly onto their designated starting grid positions. All trolleys must then be returned immediately to the Pit Lane. Pre Grid regulations as per Regulation #3 - apply even when karts are starting from the starting grid on the main straight.
- The race will commence with a standing start. Pre grid as per the combined results from Time trial (Format B) or as per qualifying (Format C). Drivers competing in their first four (4) Bambino Cup events will be classified as Novice Drivers and must start from the rear of the grid, irrespective of their qualifying position or previous race results.
- The starting grid for each race will be determined as specified in the Event Schedule or Event Bulletin. However – COMER Class will start behind the last placed IAME M1 driver.
- Competitors will complete the prescribed number of laps or race duration. Final classification will be determined by the order in which competitors cross the finish line at the end of the race.
- **Trophies during A & B format Events** – will be awarded solely on the finishing positions from the time trials and sprint races combined from the day.
- **Trophies during Format C events** - will be awarded solely on the finishing positions of the Final Sprint Race. Points will be awarded in accordance with Article 2.5.6.

2.5.6 Point Scoring / Classification:

- Series points are awarded for each Time Trial of fastest lap time classification and for Sprint Race as per classified finishing position.
- For each Time Trial / Sprint Race, the driver recording the fastest lap time and most laps will be awarded a maximum of 50 points.
- Points are scored per Time Trial / Sprint Race as follows:
 - o Fastest Lap 50 points
 - o 2nd Fastest Lap 45 points
 - o 3rd Fastest Lap 41 points...and so on down to 34th place (as shown in the table below)
 - o 35th place and any competitor thereafter will receive 1 series point.

Finishing Position	Points Awarded	TIME TRIAL 1 / SPRINT RACE 1	TIME TRIAL 2 / SPRINT RACE 1	TIME TRIAL 3 / FINAL SPRINT RACE	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					
10 th	26					
11 th	25					
12 th	24					
13 th	23.....					

- 2.5.7** In the case of 2 drivers achieving identical best lap times, the organisers will revert to the second-best lap time set by each driver in order to determine the final classification.
- 2.5.8** In case a Time Trial / Sprint is cancelled because of “force majeure,” no points will be awarded.
- 2.5.9** 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 / Sprint Race Best lap of the day or qualifying best lap of the day.
- 2.5.10** In the situation two drivers are tied and share the identical outright fastest Time Trial lap / Sprint Race Best lap of the day, then organisers will refer to the second fastest Time Trial lap / Sprint Race Best 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.

There will be separate awards for the top three placed drivers in the below categories as per the Article 2.5.11 and Article 2.5.11.1

2.5.11 TROPHIES PRESENTATION:

Trophies will be awarded to the top drivers within the **IAME M1 Class** and the **Comer C50/C52** - based on the final placing per event only, as outlined in Article 2.5.6 and Article 2.5.11.1

- 2.5.11.1** The Organizer reserves the right to amend the prizes and awards given out at its discretion and without prior notice.

The number of trophies awarded per class depends on the number of competitors entered in each Category:

- o 1 – 3 competitors : 1st Place will be presented
- o 4 – 6 competitors : 1st & 2nd Place will be presented
- o 7 or more competitors : 1st, 2nd & 3rd Place will be presented

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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 / Sprint Race. The number of points awarded for a DNS is 1 less than the last classified competitor. Any Driver who has signed will be considered as a starter.

2.7 DID NOT FINISH (DNF) :

- A DNF (Did Not Finish) is defined as any driver who fails to cross the finish line or receive the chequered flag. In this case, drivers will be classified in the order of the number of laps completed in the order in which they last crossed the finish line (the number of points awarded will be determined by the drivers classified position).

As the Race Event/Time Trial classification is determined based on best lap time the following procedures will apply:

- It is mandatory for all drivers, including those classified as DNF, to have the driver/kart weight recorded at the end of each Time Trial / Sprint Race.
- If a Kart is unable to reach the scales, it must be moved by the drivers' pushers under the supervision of the Marshals and with the drivers must proceed directly to the scales for the weighing for each time Trial / Sprint Race.
- DNF drivers' Failure to report for the weighing scales after one or more timed laps for each time Trial / Sprint Race will result in the drivers as not classified with 'zero' points.
- If the driver is DNF after completing 1 lap or more and has completed the weighing scales with the kart and drivers will be classified in last place for that time Trial / Sprint Race.

2.8 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 several 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 / Sprint Race allocated points
- Ignoring flag signals	- 10 points deducted from the time trials / Sprint Race allocated points
- Drivers & Pushers being late to the Driver's Briefing	- 10 Points deduction from the total points <u>or</u> put to the back of the pre-grid for all sessions
- Drivers & Pushers Missing the Driver's Briefing	- 20 points deduction from total points and put to the back of the pre grid for all time trial / Sprint Race 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 nonconformity	- DQ from that time trial / Sprint Race
- 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	- 10 points deduction from total points from the day
- Loss of control (spinning or leaving track)	- 5 points deducted at the end of the session
- Track limit or white line infringement)	- 5 points deducted at the end of the session
- Causing a collision	- 15 points deducted at the end of the session
- Careless Driving (general)	- 10 points deducted at the end of the session
- Failing to Register and Scrutineer at the right time	- 10 points
- Work and/or set-up on the kart on the Pre-Grid	- 10 points
- Failure to observe 'engine function test' rule	- 10 points
Sprint Penalties:	
- Jump Start	- 5 points
- Advantage by Contact	- 10 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.

2.9 DUBAI BAMBINO CUP - CHAMPIONSHIP POINTS:

- Championship points are awarded as per Article # 2.9.1
- **FORMAT A, B & C – Total points will be based on overall classification for each event as per regulation 2.5.5, 2.5.6**
- In case an event being cancelled, because of "force majeure," no points will be awarded.
- 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.
- 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.

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2.9.1

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

Finishing Position	Championship Points Awarded
12 th	24
13 th	23
14 th	22
15 th	21
16 th	20
17 th	19
18 th	18
19 th	17
20 th	16
21 st	15
22 nd	14
23 rd	13.....

2.10 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 / Sprint Race. The tyre pressures from the driver which set the fastest time in that given time trial / Sprint Race, will be published to all other competitors.

3 – ADDITIONAL RULES/PROCEDURES:

3.1 PRE-GRID

- 3.1.1 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) for the Time Trials in Format A & B.
- 3.1.2 Format B: pre grid for Sprint Race will be as Standing Start (2.5.5) and will be determined with the combination total of Time Trial 1 and Time Trial 2.
- 3.1.3 For the Format C: Qualifying will be based on first come basis on the pre grid. For the Sprint races will be a standing start. The pre grid for Sprint Race 1 and Sprint Race 2 will be determined by the Qualifying result. And for the Final Sprint Race, pre grid will be determined with the combination total of Sprint Race 1 Sprint Race 2. Refer to regulation no. 2.5.5
- 3.1.4 Novice / New Drivers will be starting at the back for all Sprint Races.
- 3.1.5 Drivers will not be permitted to line up on the Pre-Grid without a pusher present.
- 3.1.6 It is forbidden to carry out any work and/or set-up on the kart on the Pre-Grid.
- 3.1.7 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.
- 3.1.8 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.
- 3.1.9 Comer Class will start behind the IAME Class for all Sprint events.

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.
- Pusher's must wear closed shoes on the circuit (flip flops or high heels are not permitted)
- Smoking is prohibited whilst out on the circuit.
- Pushers should take up positions around the circuit in the agreement and with approval from the Clerk of the Course.

3.3 BREAKDOWNS:

- Drivers must always remain inside their karts.
- 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. If this is successful, the driver may re-join 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:

- All drivers must raise their hand prior to enter the pit lane after each session
- Pit Lane speed must be kept to always walking pace. 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:

- 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 / Sprint Race 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.
- Any driver failing to report directly to the scales after completing 1 lap or more will be classified in last place.
- Karts are not allowed to leave the weighing area without the authorization of the Scrutineer
- 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 11), a penalty will be applied according to Article 2.8.

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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.

- Floor mats as per (Article 6.2) must be under each kart in Parc Ferme when carrying out maintenance or cleaning
- 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 2.8)
- Competitors are not permitted to rev their engines for more than 20 seconds continuously.
- Organisers are permitted to record the tyre pressures of the fastest driver from each time trial / Sprint Race. (As per Article 2.10)
- Only one (1) driver per kart and one (1) mechanic is allowed in the "Parc Fermé"

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 always take responsibility for their actions 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 pre 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.

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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 CM (Snell-FIA CMS2016 and Snell-FIA CMR2016) homologation are highly recommended.

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 FIA Karting. 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, wrists 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 and COMER C50/C52 Technical Regulation, 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 2026-2027 IAME Bambino Cup Technical Regulations, which can be found at: www.iame.ae
- 8.3.5 All COMER engine must comply to the AARKC COMER C50 or C52 Technical Regulations, which can be found at: www.alainraceway.com

8.4 TYRES:

Only the VEGA M1 tyre is permitted for use in the Dubai Bambino Cup for both IAME M1 Class and Comer C50/C52 class.

- All tyres will be **Officially marked by the Dubai Kartdrome**, and only the marked set may be used for the entirety of the event.
- This is to ensure uniformity and regulatory compliance across the grid.
- Tyres can be reused for next Dubai Bambino Cup Event/Round; however, the tyres need to be submitted a day prior to the race day for additional event marking prior to use. Except for the Dubai ‘O’ Plate.
- If organisers have any doubt that used tyres resubmitted, have not been purchased from Kartdrome and if any markings are removed or smudged – organisers will reject the full set.

8.5 TYRE USAGE REGULATIONS

Only one set of tyres is permitted per whole event. The **same set of tyres used for warm-up** must be used for **all official time trial / Sprint Race sessions**, including Warm-up, Time Trials and Sprint Race.

- **Strictly no modifications or tyre treatments** (chemical, mechanical, or thermal) are allowed under any circumstances.
- Tyres intended for the race, can not be used for official practice the previous day.
- There is **no minimum or maximum number of tyres per season**; however, only one set may be used per event.
- Tyres may be **reused at future events**, subject to the above restrictions.
- Tyre payment will be collected during the sign-on of the official practice and will be released once the event marking will be completed. However, if the Driver wants to use the purchased tyre for the Official Practice, the event marking will be done after the Official Practice and can be collected the morning of the race day.
- **Only these tyres supplied by the Dubai Kartdrome are permitted.**

8.6 TECHNICAL NON-CONFORMITY:

Should a competitor be found to not conform technically, then they will be disqualified from that respective Time Trials / Sprint Race and receive 0 points.

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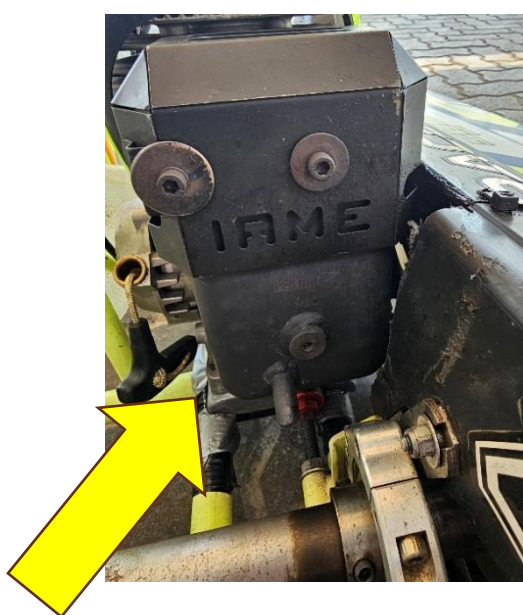
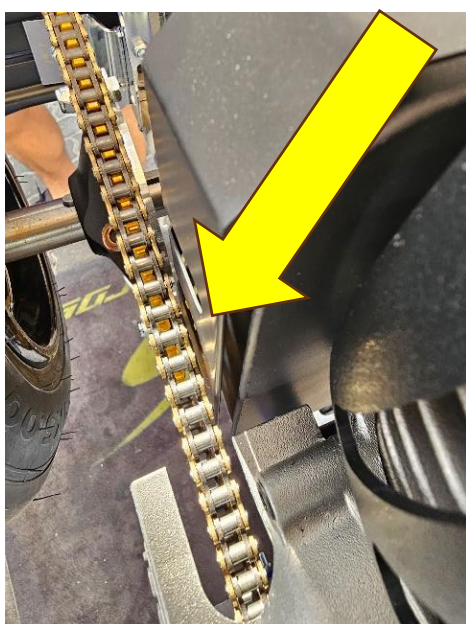
8.7 CHAIN GUARD:

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:

- The Chain guard should be constructed from a non-metallic material and securely mounted to not fall out of line with the chain.
- 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.
- Loosely mounted guards tied to the chassis will not be accepted.
- 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.
- Plastic strip guards which only protect the upper edge of the chain will not be accepted as being compliant with the above. All Bambino karts to have a fully enclosed Chain Guard. Simple Plastic strip is not permitted.

8.8 EXHAUST TRIMMING FOR CLEARANCE (Dubai Bambino Cup): In situations where **minimal clearance** exists between the **chain** and the **IAME exhaust shield** on the M1 engine, **competitors are permitted** to carefully **trim off only the lower half** of the heat shield. The IAME Logo should be present.



This is strictly limited to the **lower half**—no other portions of the shield or engine components may be modified.

- **No additional modifications** to the exhaust, chain, engine, or any other component are allowed.
- This allowance applies **only** to the Dubai Bambino Cup.
- Competitors entering other Bambino series in the UAE must consult those series' specific regulations to confirm whether this trim is permitted under their rules.

9 – FUEL AND LUBRICATING OIL:

The Dubai Bambino Cup Organisers will be using **Xeramic Castor Oil** mixed with the control fuel supplied by the organiser for both IAME & COMER Bambino Categories. Payment will be collected along with the Entry Fee or on the race week at a cost AED 115 (inclusive of VAT).

9.1 PROCEDURE FOR CONTROL FUEL:

- The official fuel shall be the Control Fuel supplied by the Organiser.
- Fuel must be pre-mixed at a ratio of 4% Xeramic Castor Oil to Unleaded fuel.
- No other fuel, additive, or mixture is permitted.

9.2 Fuel Tank Requirements:

- All Bambino karts must enter Parc Fermé with empty fuel tanks prior to each Time Trial / Sprint Race session.
- Fuel tanks may only be handled within the designated areas of Parc Fermé.
- Only competitors and/or mechanics wearing the appropriate event-issued wristbands are authorised to collect fuel tanks from the designated collection area.

9.3 Installation of Fuel Tanks:

- Fuel tanks may only be installed in the designated fuel tank installation area within Parc Fermé.
- Under no circumstances may fuel tanks be fitted outside the authorised area.

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9.4 Refuelling Procedures, restrictions and responsibilities:

- Competitors/mechanics must refuel using only the Control Fuel provided within the Parc Fermé holding area.
- Refuelling must be completed prior to proceeding to the Dummy Grid.
- Only Control Fuel supplied by the Organiser may be used.
- Bambino karts are strictly prohibited from exiting Parc Fermé with filled fuel tanks.
- Any breach of these Control Fuel Regulations may result in penalties at the discretion of the Clerk of the Course
- The fuel tank must be removed from the kart for IAME Class
- The fuel tank must be completely drained into the designated Control Fuel drum provided within Parc Fermé for COMER Class
- Refueling or topping up is permitted only at the designated refueling area, using control fuel by Organiser
- Competitor, and their nominated mechanic shall be solely responsible for: Correct refuelling of the kart; ensuring the fuel cap is correctly secured and tightened, correct placement of the fuel tank within the designated Parc Fermé location (IAME only).

10 – RACE NUMBERS:

Racing Numbers must comply with the provisions of Article 2.24 of the FIA Karting 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:

- 10.1** The previous season's winner of Dubai Bambino Cup has first refusal to run with the Number '1'
- 10.2** The current Dubai O Plate Bambino Champion is allowed to run with the Number '0'
- 10.3** The driver is responsible for ensuring that the required numbers are clearly visible to Officials, Timekeepers and Marshals at all times.
- 10.4** Karts not complying to Article 10 may not be allowed to participate in the Event.

11 - WEIGHT:

- 11.1** IAME M1 Bambino Karts: The minimum weight of kart + driver is 77kg. This will be checked at the end of each Time Trial / Sprint Race
- 11.2** 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 / Sprint Race
- 11.3** 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.

12 - 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 2.8) will be applied.

13 – DATA COLLECTION & GO PRO:

- 13.1** Go Pro's are permitted provided they are mounted on the front Nassau panel or engine cover 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.
- 13.2** Data units (eg a mychron 4 / 5 / 6 / 7) may be used to collect data such as RPM, Engine Temperature and Lap Times. No other sensors or data is permitted.

14 – TRANSPONDER:

14.1 Transponder Hire or Purchase:

- Transponder hire will be charged at AED 110 per day (Official Practice and Race 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.

14.2 Transponder Fitting:

The transponder must be mounted in can 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.

15 - GENERAL SAFETY:

- 15.1** 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.
- 15.2** 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.
- 15.3** 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.
- 15.4** No driver may leave the Parc Fermé Area without permission from the Chief Scrutineer.
- 15.5** 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.
- 15.6** In each session of the Event, drivers must at all times wear the full equipment defined under Article 7 of these Regulations.
- 15.7** 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.
- 15.8** The driving of karts in the Paddock Area is forbidden under all circumstances.
- 15.9** 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.

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- 15.10 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.
- 15.11 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.

16 - 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 / Sprint Race. 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 / Sprint Race.



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 / Sprint Race 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.

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17 - COMER C50 or C52 BAMBINO CLASS CLASSIFICATION

The official engine for the Dubai Bambino Cup is the IAME M1. However, at the Organiser's discretion, Bambino karts powered by the COMER C50 or COMER C52 engine may compete on track alongside IAME M1-powered karts during the same Time Trials and Sprint Races.

- 17.1 Comer C50 / C52 Classification - COMER C50 and C52 powered karts shall compete within a separate classification and will not be included in the IAME M1 results.
- 17.2 Points Allocation - COMER-powered competitors shall score points based on their finishing positions within the COMER classification, in accordance with Regulation 2.9.
- 17.3 Podium Awards - The top three (3) classified COMER C50/C52 competitors at each round shall be awarded during the official podium presentation.
- 17.4 Championship - A separate Dubai Bambino Cup Championship classification shall be maintained for COMER-powered karts. Championship points will be awarded in accordance with Regulation 2.9

18 - END OF SEASON PRIZE FOR IAME M1 BAMBINO CLASS

Organisers of the Dubai Bambino Cup have teamed up with **ROTAX UAE** to award the **Winner the 2026/2027 Dubai Bambino Cup IAME M1 60cc Class:**

ONE x 50% Voucher discount to be used against a Rotax Micro engine, subject to the below terms and conditions being met:

- 18.1 **IAME champion winner will be old enough to race in Micro class before January 30th, 2027** (Must be turning 8 years old during the Calendar year). If the winner does not 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.
- 18.2 The winner agrees to race in the **2027 / 2028 ROTAX MAX UAE SERIES**.
- 18.3 The winner should not sell the engine until they completed one season.
- 18.4 The Winner will be awarded a voucher and the engine can be collected from **ROTAX UAE distributor**.

19 – AGREEMENT TO REGULATIONS AND TERMS/CONDITIONS:

All competitors acknowledge that by signing up for this event, they agree to adhere to all regulations, rules, cancellation/refund policies and any terms/conditions determined by the event organizers.

20 – CODE OF CONDUCT:

Emirates Motorsport Organisation (EMSO) National Sporting Code of Conduct [EMSO NSC V11-update-May-2026](#)

All participants are required to read and follow this Code of Conduct. By signing on for the event, competitors are therefore agreeing to be governed by the Code of Conduct.