

# RAK TRACK – SODI WORLD SERIES - SPRINT

## Sporting Regulations 2019

### 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 organized and administrated by RAK Track in accordance with the Sodi World Series regulations, information on which can be found at [www.sodiwseries.com/en/](http://www.sodiwseries.com/en/)

These Regulations apply to all SWS Sprint races organized by RAK Track and cover the following categories:

- **Senior RX250 – IAME KA100 – Age 15 and above**

#### 2. INFORMATION SPECIFIC TO THE SERIES (SPORTING)

##### 2.1. ORGANISER

The Organizer's official contact details:

Ras Al Khaimah Kart Track

P.O . Box 2120

Ras Al Khaimah, U.A.E

Phone: +971 7 2222 128

Email: [reception@raktrack.ae](mailto:reception@raktrack.ae)

Web: [www.raktrack.ae](http://www.raktrack.ae)

##### 2.2. DATES

The RAK Track will organize Individual SWS Sprint race events throughout 2018.

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 Sodi World Series 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: [www.sodiwseries.com/en/become-sws-driver.html](http://www.sodiwseries.com/en/become-sws-driver.html)

### 2.3.1 ENTRY PROCESS

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

1. Add the RAK Track event to their profile at <http://www.sodiwseries.com/en/>  
(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 the website)
2. Complete the RAK Track entry form and pay the relevant fee at the Reception.
3. All entries are to be submitted to and received by the Organiser **7 days** before the race event date.

### 2.3.2 RECEIPT

Any entry not accompanied by the relevant fee (see Section 2.3.4) shall be null and void. The organisers reserve the right to refuse entries submitted after the 7 day deadline, though late entries may be accepted at the sole discretion of the Organiser. Entries will be 100% secured only once entrants have received a confirmation email.

### 2.3.3 RESTRICTIONS

If the Organiser reserves the right to postpone or cancel a race event should they not receive a minimum of 10 entries. In the event that there are more than 30 entries, the Organiser will endeavor 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 RAK Track Sodi World Series Sprint Races.

### 2.3.4 FEES

The relevant entry fee will be published on the website and on-line registration process. For all 2019 race events, the fees are as follows:

- **Senior RX250 – IAME KA100:** AED 590 per round

### 2.4. RACE FORMAT

Each event's race format will be detailed in the Supplementary Regulations.

## 2.4.1 EVENT FORMAT

### 1. Kart draw

Drivers will draw separate kart numbers, one each for a session.

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. Drivers weigh-in

All drivers are to complete the weigh-in process before the drivers brief. The driver is to be weighed complete with safety equipment (driver, suit, helmet, rib protector, neck brace) but NO ballast.

Minimum weight :

- **Senior RX250 – IAME KA100:** 80 Kg

See Sections 4.2 & 4.3 for ballasting requirements

### 3. Drivers briefing

Driver's briefing is mandatory. Drivers are to refer to each event timetable for the specific timing of the brief. Drivers showing up late at the driver's briefing will only be allowed to participate in the event at the discretion of the Clerk of the Course.

In the event of a driver not being permitted to participate, the driver's entry fee will not be reimbursed. Any driver late for the briefing will be penalised as the Penalties Section (Section 5) of these regulations.

### 4. Qualifying session

The duration of the qualifying session will be detailed in the Supplementary Regulations.

The results of the qualifying session will determine the starting positions for Race.

In the case of 2 drivers achieving identical best lap times, the organisers will revert to the second best lap time set by each individual in order to determine priority, and so on.

### 5. Race(s)

The duration of each Race will be detailed in the Supplementary Regulations.

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.

## 6. Award Presentation

Trophies will be presented to the top 3 scoring drivers from across the races on the day.

All Races points accumulated together, with the highest three being awarded trophies.

Should there be two competitors drawn on equal points, and then the winner will be decided by the number of highest finishes. In the event there is still a draw, it will be decided on fastest lap.

All Prize winners are to ensure that race suits are worn and zipped up with collar closed.

## 7. Points Scoring

Each participant 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 Sodi World Series regulations.

## 2.5. STARTING & RACE PROCEDURES

### 2.5.1. General

All races will be a standing start.

### 2.5.2. Pre-Grid

Aside from Qualifying, karts shall be lined up on the Pre-Grid in a pre-determined order (based on random grid or qualifying, as stipulated in the event format). It is the driver's responsibility to ensure that both he/she and their kart are in position on time.

### 2.5.3. Grid Positions

Drivers should leave the Pre-Grid when directed by the Grid Marshal. The field must stick together in 2 distinct lanes as per the positions on the Pre-Grid. It is the responsibility of the driver in Pole Position to set the pace, which should be steady and controlled. Drivers are then requested to take their positions as directed on the starting grid.

### 2.5.4. Standing Race Start

Race will start be indicated by the start line lights going out. In the event that the lights are inoperative, waiving of the UAE national flag by the start line marshal will indicate the start.

#### **2.5.5. Jump Start**

A jump-start will be deemed to have occurred if a driver starts to move his/her kart before the start lights have gone out. A 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. Any driver contravening this regulation will be awarded a 15 second time penalty and will be required to report to the Clerk of the Course.

#### **2.5.7. Race Stoppage**

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 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.

### **3. RACE CRAFT & SPORTING CONDUCT**

#### **3.1 Race Craft**

The Sodi World Series is a leisure karting race series designed to encourage new and experienced kart drivers to participate in a fun series with a global audience. It is expected that there will be varying levels of experience at each and every 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 penalised, as per the Penalties Section (Section 5) of these regulations.

### **3.2.1. Contact – no advantage gained**

In the event of contact between two karts, but no advantage is gained; the driver causing the contact will receive a warning (indicated at the start line) for their driving standards. Repeat offenders will be deemed to be attempting to gain an advantage and penalised as per 3.2.2.

### **3.2.2. Contact – advantage gained**

Where deliberate contact is made and the driver making contact gains an advantage, that driver will be penalised at the end of the race as per the Penalties Section (Section 5) of these regulations.

### **3.2.3. 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, 4 wheels beyond the white line, including touching the white line is not acceptable.

### **3.2.4. Dangerous Driving**

Any dangerous driving conduct will be severely penalised. Dangerous driving is defined as any of the following or variants of and will be penalised as per the Penalties Section (Section 5) of these regulations:

- Contact between karts at the entry point of a corner
- Forcing or “squeezing” a kart off the circuit or into a safety feature (barriers, tyres etc.)
- Re-joining the circuit in an unsafe manner
- Excessive weaving or moving more than once to defend position
- Causing an avoidable accident

### **3.2.5. 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 at all times.
- It is the responsibility of each competitor to ensure that their family, friends and associated parties are aware that their actions will result in penalization for the driver.
- Any disputes between participants should be resolved in a respectful and courteous manner. In the event that this is perceived not possible, the matter should be brought before the Clerk of the Course or the Organiser to mediate a resolution.

- Drugs and alcohol are strictly prohibited at all events. Consumption of such substances before or during a race event will result in the competitor being excluded and face further disciplinary action.
- Abusive comments on any social media platform (Facebook, Twitter etc.) or public forum are completely forbidden. Competitors and their associates are strongly advised to guard against participating in contentious, divisive or damaging conversations, either verbally or via these means.

#### 4. CLASSES AND ELIGIBILITY

##### 4.1. Age Limits:

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

**Senior RX250 – IAME KA100 – Age 15 and up**

##### 4.2. Weight Limit:

**Senior RX250 – IAME KA100 – 80 Kg**

Participants must meet the above minimum weight limit criteria, for each of their respective categories. Driver must weigh in wearing their full racing equipment, including suit, boots, rib protector, neck brace and helmet. The driver's weights will be checked prior to the Drivers Briefing and can be checked at any time thereafter during the race event. Any driver found to be underweight will be penalised as per the Penalties Section (Section 5) of these regulations.

- 4.2.1.** Weighted vest or lead weights of any kind cannot be worn at weigh in to increase the declared weight at weigh in nor can they be used in the race unless under exceptional circumstances agreed with the Organiser prior to the race.

##### 4.3. Kart Ballast weights

If a driver is below the required minimum weight they will be provided with ballast weight for the kart. The weight denominations are:

**Blue = 10 Kgs   Red = 5 Kgs   Yellow = 2.5 Kgs**

The driver is responsible for ensuring that they place the correct amount of ballast in each and every kart they use during the event. The driver is also responsible for ensuring that they remove the ballast weights at the end of each element of the race event (i.e. qualifying, races etc.). Drivers are not permitted to take any ballast weights away from the pit lane area. Any driver not complying with this regulation will be penalised as per the Penalties Section (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 course of the race event.

**4.5. Numbers**

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

**4.6. Karts**

**4.6.1. Kart Specification & Technical Rules**

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

- **Senior**– Sodi Kart RX250 – IAME KA100 22 HP engines supplied by RAK Track.

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 penalization 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 as a result of deliberate contact between karts or as a result of the kart being misused by the driver.

**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:

INFRINGEMENT	PENALTY
Late for Drivers Brief	Warning or Grid Place Penalty
Jump Start	10 second penalty
Ignoring a Yellow flag	10 second penalty
Breach of a yellow zone	5 second penalty
White Line Infringements	5 second penalty
Contact – no advantage gained	Warning flag or Up to 5 second penalty
Contact – advantage gained	10 second penalty or Up to 10 places for that race
Dangerous Driving	20 second penalty or Up to 15 places or Grid place penalty for next race Or Exclusion
Ignoring a red flag	Exclusion from race
Breach of Code of Conduct	Exclusion from event
Driver underweight	Disqualified
Tampering or modification of a kart	Exclusion from event
Pit lane speeding/dangerous driving in pit lane - 5 second penalty	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**

Each participant must wear racing equipment (overall, helmet, gloves and sport shoes).

Minimum standards of racing equipment will be as per the equipment provided by RAK Track for Arrive and Drive activities. Drivers are permitted to wear neck braces and/or rib protectors that comply with CIK regulations. It is a requirement that clear visor to be worn after sunset or as instructed by the Organisers.

## **7. REGULATORY AMENDMENTS**

RAK Track reserves the right to issue additional statements concerning these Rules and Regulations from time to time during the calendar year. All such statements will be issued to all registered competitors by way of Competitors' Bulletins at race meetings.

## **8. ADVERTISING ON KARTS, OVERALLS AND HELMETS**

Competitors will not be allowed to place their own sponsors branding on the Kart without the express permission of the Organiser, and should not be advertising other venues on their visors or helmets.