

APPENDIX 2

SPRINT SODI W SERIES 2014-15 SPORTING REGULATIONS

REGULATIONS

Headings in this document are for ease of reference only and do not form part of the regulations.

1 GENERAL

The SPRINT SODI W SERIES 2014-15 (SSWS 2014-15) is a commercial leisure karting category of the Bahrain Karting Sprint Championship 2014-15 (BKSC 2014-15). It is Administered and Promoted by Bahrain International Karting Circuit (BIKC) in accordance with the rules & regulations of the Bahrain Motor Federation (BMF) incorporating the FIA International Sporting Code and its appendices, the FIA and CIK-FIA official Bulletins, the BMF National Code, The CIK-FIA Leisure Karting Guidelines, the Sodi W Series Regulations and these Sporting Regulations. The event will be organized by BMF Licensed Officials.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

1.1 CALENDAR

Please refer to Appendix 3.

2 SSWS SPECIFIC INFORMATION

2.1 CLASSES

The category SSWS 2014-15 includes the following classes:

Sprint Cup

The Organizer reserves the right to add a class to this category.

2.2 ENTRIES

2.2.1 FEES

Any entry not accompanied by the fee shall be null and void.

SSWS Sprint Cup Round entry fee: 60BD

There will be no Championship entry fee.

There will be no refund whatsoever unless the event is cancelled within 7 days from the date of the event

2.2.2 ENTRIES PROCEDURE

- For Sprint Cup, Drivers will have to hold a valid Karting License.
- This license will have to be presented at the driver's briefing.
- Each driver should be registered and hold a valid SWS account number (free of charge). Create your own account number on: www.sodiwseries.com.
- Each driver should register to the races he wants to enter on the Sodi W Series website.
- The attached entry form should be completed.
- Payment of the event entry fee.

Drivers below 18yrs of age will require representation by an Entrant. This Entrant may be his/her father, mother, legal guardian, or team manager. It will be the Entrant's responsibility to:

- a) Attend the Driver's Briefing along with the driver.
- b) Ensure that all persons concerned by his entry observe all the requirements of the BMF NSC, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the Event, he must nominate his representative in writing. The person having charge of an entered kart during any part of an Event is responsible jointly and severally with the Entrant for the respect of all the provisions of the BMF NSC and of these regulations.
- c) Ensure that their karts comply with the conditions of eligibility and safety throughout practice and the race.
- d) Ensure that all persons concerned in any way by an entered kart or present in any other capacity whatsoever in the Paddock, Servicing Parks or on the track must wear an appropriate pass at all times.

2.2.3 ENTRIES VALIDITY AND RESTRICTIONS

For the Sprint Cup, participants have to be at least 15 years old or will turn 15 during the current year.

Every step of the entry procedure should be completed, if any of the above mentioned element is missing, the entry will be null and void.

Entries will be on first come first served basis and will be 100% valid only once entrant has received a confirmation email.

Bahrain International Karting Circuit also reserves the right to refuse any entry that would be against the leisure racing spirit of the SSWS category.

2.2.4 ENTRIES REFUND

Should any entry be cancelled prior to one month before an event, there will be no penalty, 100% of the amount paid (minus 5 BD administration fee) will be refunded.

In case of any cancellation of entry within 1 month of the event, the BIKC will be entitled to retain 50% of payment.

Should, for whatever reason, the BIKC be forced to cancel an event then the event will be rescheduled and all entries received for it will automatically be transferred to the replacement event.

Entries will be 100% secured once entrants have received an email of confirmation.

2.3 EVENTS FORMAT

2.3.1 EVENT AGENDA

- Signing on / Administrative check in
- Draw for Karts
- Driver weighing / Extra ballast allocation
- Drivers' briefing
- Qualifying
- Race 1
- Race 2
- Race 3* (please refer to Article 2.3.7)
- Awards presentation

Detailed time table of each BKSC event and list of Officials will be included in each event Supplementary Regulation.

2.3.2 SIGNING ON / ADMINISTRATIVE CHECK IN

Signing on will commence at the beginning of the event at the time stipulated in the event Supplementary Regulations. Drivers must present their valid and signed racing license to be verified and surrendered to the administration team before being allowed to sign on. Drivers who are unable to produce a valid license will not be permitted to take part in the race meeting and maybe referred to the Stewards.

2.3.3 KART DRAW

Participants will be allocated a different kart for each session (Qualifying, Race 1, Race 2 and Race 3*). These three karts will be allocated by ballot after the drivers' briefing on each event day. It will not be permitted to swap karts under any circumstances. If a participant doesn't attend the Kart Draw session; karts will be allocated to him/her by the Organizers.

2.3.4 DRIVERS' BRIEFING

Driver's briefing is mandatory; please refer to each event time table for specific timing. The presence of all concerned Drivers is mandatory throughout the Briefing under pain of a sanction as per the BMF NSC or even of a possible exclusion from the Event. Participation of Drivers or Entrants who miss or are late to the Briefing may, at the discretion of the Race Director, be excluded from the event. In the event of an exclusion, the driver's entry fee will not be reimbursed.

2.3.5 QUALIFYING SESSION

The duration of this session will be stipulated in the event Supplementary Regulations. 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 organizers will revert to the second best lap time set by each individual in order to determine priority, and so on. In the case of several drivers failing to participate in the qualifying session, it will be the Officials' decision to allow them to race or not. If competitors are allowed to race, they will start behind all the other competitors that entered the Qualifying Session and as per their racing number.

2.3.6 RACE 1

The length of this race (in laps) will be specified in the event Supplementary Regulations.

The winner of the Race 1 is the driver completing the stipulated quantity of laps in the shortest time. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps they have completed.

Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

The results of the Race 1 will determine the starting positions for the Race 2.

2.3.7 RACE 2

The length of this race (in laps) will be specified in the event Supplementary Regulations. The winner of the Race 2 is the driver completing the stipulated quantity of laps in the shortest time. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps they have completed.

Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

The results of the Race 2 will determine the starting positions for the Race 3.

2.3.8 RACE 3* (WILL ONLY BE HELD IN ROUND 1 & 2 FOR THE SEASON)

The length of this race (in laps) will be specified in the event Supplementary Regulations. The winner of the Race 3 is the driver completing the stipulated quantity of laps in the shortest time. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps they have completed.

Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

2.3.9 AWARD PRESENTATION

Awards will be presented to the top 3 drivers of each race according to the official finishing positions.

Results do not become official until the 30 minutes "protest time" has elapsed without objection. In case of a driver awarded with a trophy but being demoted of his position by the Officials after the prize giving ceremony, the driver will have to return the award to the organizer.

Prize winners must ensure that race suits are worn and zipped up with collars closed.

2.4 RANKINGS

2.4.1 SODI W SERIES INTERNATIONAL SCORING & RANKING

Independent of scoring point in the BKSC 2014-15, each driver will score points for each Race in each event as per the point scoring system defined by the Sodi W Series regulation and available on the website: www.sodiwseries.com

2.4.2 RANKING

- The Championship Classification will be produced by the addition of points gathered from the results of the 14 best race results of the season.
- Scores will include races not finished (DNF) or not started (DNS).
- Exclusions due to technical or sporting infringements will not be dropped through (a).
- In the case of 2 drivers having the same number of points, they will be separated with regards to the following elements:
 - Number of 1st places, 2nd places, 3rd places and so on.
 - Number of pole positions in qualifying sessions.
 - Number of races of the Championship completed.
 - Result of the last race.

2.4.3 POINTING SYSTEM

Points are awarded as follows:

1st place 100 points + number of entrants

2nd place 95 points + number of entrants

3rd place 90 points + number of entrants

4th place 85 points + number of entrants

5th place 80 points + number of entrants

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20th place 5 points + number of entrants

21st place 0 points + number of entrants (example 0 + 22 entrants = 22 points)

22nd place onwards = number of entrants -1 point from previous position (example 22 entrants – 1 = 21 points)

*The number of entrants will be the total number of drivers on the official **sign-on** sheet*

2.4.4 PODIUM / AWARDS

Awards will be presented for 1st, 2nd & 3rd position of each race of each event and class.

Championship Awards will be presented for 1st, 2nd and 3rd position of Championship standings.

2.5 PENALTIES

2.5.1 DEFFINITIONS

An Incident means a fact or a series of facts involving one or several Drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or the Race Director or noted by the Stewards and reported to the Clerk of the Course or the Race Director for investigation), who:

- provoked the stopping of a Race;
- violated these Sporting Regulations or the BMF NSC;
- had jumped the start ;
- have not respected flag signaling;
- have caused one or several karts to take a false start;
- have caused a collision; have forced another Driver out of the track;
- have illegally prevented a legitimate passing maneuver by a Driver;
- have illegally impeded another Driver during a passing maneuver.

a) It will be the responsibility of the Stewards to decide, further to a report or a request from the Race Director or of the Clerk of the Course, if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.

b) If a Driver is involved in an Incident, and if he was informed of this by the Stewards within thirty minutes after the end of the Race, he must not leave the circuit without their agreement.

c) The Stewards may use any video or electronic system likely to help them to take a decision.

2.5.2 STANDARD PENALTIES

The following offences will incur a 10-second time penalty that may be imposed immediately by race direction:

- Causing an incident
- Jump start
- Forcing another kart off track
- Over-taking while exceeding track limits
- Exceeding track limits following a "Track Limits" warning
- Pushing the kart being followed while drafting/slip-streaming

Infringements caused during a Qualifying session - the three fastest times set by the concerned will be eliminated.

Speeding in pit lane

During Practice - BD20 fine

During Qualifying – BD20 fine plus exclusion of best lap time

During Race – BD20 fine plus a 5 second time penalty added to overall race time.

Time penalties will increase in increments of 5 seconds per offence

Raceware not compliant with regulations – Disqualification

All other infringements will be looked into and penalized at the discretion of the Stewards

Considering the seriousness of the offence, the Stewards may impose penalties as deemed fit for the offence:

- Verbal warning
- Warning flag
- 10 seconds penalty
- Black flag
- Exclusion of the event

2.6 STARTING PROCEDURES

2.6.1 PRE-GRID

Aside from Qualifying Practice, karts shall be lined up on the Pre-Grid in a pre-determined order as detailed in section [2.3.4](#) and [2.3.5](#) of the present regulations. It is the driver's responsibility to ensure that both he/she and their kart are in position on time. (10mns before each race)

2.6.2 FORMATION LAP

Drivers should leave the Pre-Grid when directed by the Pre-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. The driver in 2nd position should stay alongside during this lap.

Drivers must then join their position on the starting grid and come to a stoppage.

Erratic weaving (zigzags) is prohibited during formation lap. Offending drivers will be penalized.

2.6.3 RACE START

All starts will be a rolling start. Race will start (drivers can overtake) when starting signal is given (all lights are off or Green flag is waved).

At the end of the Formation Lap, Drivers will proceed forward at a reduced and constant speed towards the Starting Line, lined up in two lines of karts, and each line shall remain within the lanes marked on the track. Race leader will set the pace and will only be allowed to accelerate from the yellow line positioned 25m before the start line.

A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor.

A Driver failing to respect the required speed or anticipating acceleration during the approach to the start Line is liable to be sanctioned by the Stewards with a maximum penalty of 10 seconds. When the karts approach, the red lights will be on.

Karts must maintain their position until the start signal is given.

Flashing orange lights will be activated to indicate a “start aborted”, meaning that an extra Formation Lap will take place. If the reason for a “start aborted” is due to a particular offender, Officials may decide to impose a penalty at their discretion.

In the case of start light failure, the Green flag will be used. The flag will be held out stationary on the approach and raised to indicate a start. If the flag is not raised, the race has not started.

2.6.4 FALSE START

The clerk of the course can decide to delay the start for multiple reasons such as karts not being at their starting position or in close proximity before the start or the race signal is given.

In this case, red lights will stay on and orange flashing lights will be switched on. Should the lights fail, a yellow flag will be shown on the start and finish line. Drivers should continue to take another formation lap and follow start procedure.

2.6.5 JUMP START

A jump start will be deemed to have occurred if a driver accelerates and/or overtakes before the red lights are off. A penalty will be imposed at the discretion of the Senior Officials according to the individual circumstances.

2.7 RACE STOPPAGE

Should a race be stopped by the display of red flags, the following procedures shall apply:

- a) If less than 50% of 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 which are under their own power at the showing of the Red Flag will be classified.

2.8 RACE FINISHING PROCEDURES

After receiving the chequered flag all karts must proceed directly to the pit lane.

2.9 MINIMUM WEIGHT

Driver's minimum weight must be 80kgs. All drivers below 80kgs will be provided with the appropriate weight of additional ballast to achieve the minimum weight of 80kgs. This additional ballast must be placed in the dedicated weight box located in the side pod of each kart.

This additional ballast will be provided by BIKC and participants will not be allowed to use any additional ballast. Drivers will also be responsible for adjusting their ballast when changing kart between sessions of each event.

2.10 NON COMPLIANCE OF WEIGHT LIMITS (STAR CUP AND SPRINT CUP)

Drivers failing to carry the allocated additional ballast and/or failing to comply with the minimum weight will be disqualified.

3 KARTS AND TECHNICAL REGULATIONS

3.1 KARTS

The Karts will be, Sodikart 390cc engines for the Sprint Cup supplied by Bahrain International Karting Circuit.

No modification, setup or mechanical intervention will be allowed on the karts.

Participants will be allocated a different kart for each session (Qualifying, Race 1, Race 2 & Race 3*) and will not be replaced if damaged are caused as a result of a contact between karts or as a result of the kart being misused by the driver. Replacement kart can be provided only in case of obvious mechanical failure.

3.2 KARTS DECORATION

Driver/sponsor stickers are only allowed on the bodywork of the kart in the areas available and free of any other stickers already placed on the kart by the BIKC.

The sponsor decals provided by the BIKC must be retained in place at all times during the events.

Drivers may be required to remove decals/stickers and other advertising which may conflict with the championship sponsors.

3.3 FUEL

Only fuel supplied by the Organizers will be permitted to be used. No additives are allowed. All karts will start qualifying session with the same amount of fuel. Modifications to the quantity of fuel on the karts are forbidden.

4 SAFETY EQUIPMENT

Any competitor presenting equipment at the scrutineering not meeting the following criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.

4.1 CRASH HELMET

The Driver must wear a helmet with an efficient and unbreakable protection for the eyes. Helmets must comply with the following prescriptions (as per Appendix 4 of CIK-FIA attached):

- FIA 8860-2004
- SNELL SA2000 (not valid after 31-12-2014)
- SNELL SA2005
- SNELL K98 (not valid after 31-12-2014)
- SNELL K2005 & K2010
- SNELL SA2010
- SNELL SAH2010
- SNELL-FIA CMS2007 (mandatory from 1-1-2010 for drivers under 15 years old)
- SNELL-FIA CMR2007 (mandatory from 1-1-2010 for drivers under 15 years old)
- SFI Foundation 31.1A, 31.2A
- BS 6658-85 Type A, Type A/FR (not valid after 31-12-2013)

Any modification to the above list will be published in the CIK Bulletin.

It must be noted that certain types of helmets must not be painted or carry adhesive material. In accordance with Appendix L to the International Sporting Code (Chapter III, Article 1.2), any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned.

Drivers must use clear or smoked visors only at all time during driving. Tinted and mirrored visors are not allowed to use while driving at night.

4.2 RACE SUIT

Only CIK Homologated Race suits may be used with the correct and valid FIA / CIK codes. All suits should be in good condition and free from holes and burns marks. Please refer to appendix 5 (CIK-FIA Homologated Overalls document for level 2). They must cover the whole body, legs and arms included.

4.3 GLOVES

Gloves for use in Motorsport and in good condition without holes and cover the wrist.

4.4 BOOTS

Boots for use in Motorsport and offer ankle protection.

4.5 OTHER ITEMS

Drivers may use Neck Braces and Rib Protectors should they wish to do so.

5 REGULATORY AMENDMENTS

The Organizer reserves the right to issue additional bulletins concerning the Rules and Regulations from time to time. All such bulletins will have to be previously approved by the BMF and will be issued to all registered competitors by way of Competitors' Bulletins at race meetings.

6 SUNDRY ITEMS

Any written instructions issued by the Organizers for any event and the instructions issued at the drivers briefing for each event will carry the same force as these regulations. Where there exists any contradiction between these instructions or briefings and the regulations then the written regulations will prevail unless the instructions are in the form of Bulletins issued and approved by the BMF.

If any participant is not clear about any particular element of the regulations or the operation of the events, they are encouraged to seek clarification from the Organizers in advance of the event or at the drivers briefing.

The Organizers reserve the right to modify these regulations (through bulletins) at any time at their discretion, in the interest of safe and fair competition. The modifications will need to be endorsed by the BMF.

The Organizers will publish a list of Officials for each event. These Officials will have the right to exercise the powers laid down in these regulations as they see fit, in the interest of safe and fair competition.

Any attempt to interfere with the timing equipment or opposing competitor karts will be penalized by the Organizers.

In all matters regarding the running of events and the Championship, the Organizers and Officials decision is final

7 ADVERTISING/PROMOTIONS

Competitors may be obliged to carry official BRMMC 2014-15 and/or BKSC 2014-15 sponsor logos on their karts, race suits and helmet. Any such advertising material will be provided by the BIKC along with instruction on positioning as necessary.

Competitors may be required to remove decals/stickers and other advertising which may conflict with the series sponsors.

Competitors must stick BIKC visor strips on their helmet visors throughout the race which will be provided by the organizers.

Competitors may be required to take part in further promotional activities at the rounds or the prize giving.

The prize winners have to wear sponsor caps if supplied by the BIKC during each prize giving ceremony.

All drivers agree that BRP-POWERTRAIN and/or the BIKC of BKSC 2014-15 and its sponsors may use photographs of races (including names and photographs of drivers) for advertising, promotion or public relations.

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