

BAHRAIN SPRINT SODI W SERIES 2020-21

SPORTING REGULATIONS

1 GENERAL

The BAHRAIN SPRINT SODI W SERIES 2020-21 (BSSWS 2020-21) is a commercial leisure kart race category of the Bahrain Karting Sprint Championship 2020-21 (BKSC 2020-21). 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 FIA Karting official Bulletins, the BMF National Code, The FIA Karting Leisure Karting Guidelines, the Sodi W Series Regulations and these Sporting Regulations. The event will be organised by the Bahrain International Karting Circuit.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2 REGULATIONS

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

3 GENERAL UNDERTAKING

All Competitors participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions of the Bahrain Motorsport Federation National Sporting Code (NSC), the FIA International Sporting Code («the Code»), the FIA Karting Code of Driving Conduct on Karting Circuits, the FIA Karting Technical Regulations («the Technical Regulations»), the FIA Karting General Prescriptions applicable to the FIA Karting international Competitions and Championships, Cups and Trophies («the General Prescriptions»), the Specific Prescriptions applicable to the FIA Karting Championships, Cups and Trophies («the Specific Prescriptions»), the Supplementary Regulations of the Competition concerned and these Sporting Regulations.

Only the BMF is entitled to grant waivers to these Sporting Regulations.

4 THE BSSWS 2020-21 CHAMPIONSHIP: PRINCIPLE AND RUNNING

The BSSWS Championship is run over 6 Events. Any Event will comprise of Qualifying, Pre-Final and Final. The distance of Pre-Final will be equal to 11 laps or the time of 20 minutes has elapsed, whichever comes first. The distance of Final will be equal to 15 laps or the 25 minutes has elapsed, whichever comes first.

The chequered flag will be shown to the leading kart when it crosses the finishing line («the Line») at the end of the 11th and 15th lap or the time of 20 and 25 minutes have elapsed, whichever comes first. The Line consists in a single line across the track.

5 CLASSIFICATIONS

1. Results of Pre-Final and Final of any Event will count towards the overall score of the Competitor.
2. If a race is stopped and cannot be restarted and if less than 2 laps have been completed, no points will be awarded. If more than 2 laps but less than 75% of the scheduled distance have been covered, half the scheduled points will be awarded. Full points will be awarded if 75% or more of the scheduled distance have been covered.
3. In case of two or more Competitors finish the season with the same number of points, the higher place in the championship will be awarded to:

- a. The holder of the greatest number of first places in the Races, if the number of first places is the same, the holder of the greatest number of second places in the Races and so on until a winner emerges.
 - b. If it is not possible to break a tie with results of the Races, the holder of the greatest number of first place in Qualifying, if the number of first places is the same, the holder of the greatest number of second places in Qualifying and so on until a winner emerges.
 - c. If this procedure fails to produce a result, the result of the last race of the last Event of the championship will be the final decider.
4. The title of the BSSWS 2020-21 Driver Championship will be awarded to the Driver who has scored the greatest number of points after all Events.

5.1 POINTS ALOCATION

1. Points are awarded as follows:

PRE-FINAL									
1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

FINAL									
1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
25	18	15	12	10	8	6	4	2	1

2. In case of Pre-Final or Final cancellation due to “Force Majeure”, no points will be given for that particular Pre-Final or Final.
3. In the event of exclusion from the event through scrutinizing or Juridical Action, no points will be given.
4. Only MENA licensed Drivers will be awarded Championship Points.

5.2 NON-FINISH (DNF)

1. Drivers considered to be a DNF are those failing to cross the finish line and receive the chequered flag or failing to complete 75% of the race distance (rounded up).
2. A DNF driver scores 0 points.

5.3 NON-STARTER (DNS)

1. DNS is used for a driver who fails to cross at least one time the start and finish line after the start has been given.

2. In case of several DNS competitors during an event, DNS competitors will be classified behind the last finisher but in front of disqualified drivers in the order of their original starting position.
3. They will score 0 points.

5.4 CLASSES

The category BSSWS 2020-21 includes the following class:

- Sprint Cup

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

5.5 RANKINGS

5.5.1 SODI W SERIES INTERNATIONAL SCORING & RANKING

Independent of scoring point in the BSSWS 2020-21, 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

5.5.2 PODIUM / AWARDS

Awards will be presented for 1st, 2nd & 3rd position of the Final Race of each Event and Class.

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

6 ELIGIBLE DRIVERS

6.1 LICENCE

For all classes, a National Karting Competition License or Club Sport License is required, depending on requirements of the BMF. Drivers holding a license from the MENA Zone countries are allowed to participate and score points. Foreign licence holders from countries outside the MENA Zone are allowed to participate but will not score points in the classifications of the BSSWS 2020-21. All the Drivers will need to provide a "No Objection Letter" from their ASN together with their racing license in order to enter the BSSWS 2020-21 Event. Drivers below 18yrs of age will require representation by a Guardian/Entrant. This Guardian/Entrant may be his/her father, mother, legal guardian, Team or team manager. It will be the Guardian/Entrant's responsibility to:

- a) Attend the Driver's Briefing and any Hearings along with the driver.
- b) Ensure that all persons concerned by his/her entry observe all the requirements of the BMF NSC, the Technical Regulations and the Sporting Regulations.
- c) If a Guardian/Entrant is unable to be present in person at the Event, he/she must nominate his/her representative in writing.

All Competitors of BSSWS at the Event, if requested by an Official of the Event, produce their licence. Any Competitor who for any reason is unable to produce his/her licence when requested, shall forthwith complete and deliver to the Official or BMF (whoever may have requested production of the licence) an application for a replacement licence together with the applicable fee for the licence grade required, plus a priority fee of 50% (which fee less the 50% priority fee, shall be refunded by BMF upon subsequent production of the Competitor's original license). If it arises that the Competitor has no licence, BMF shall retain all fee and driver shall be penalized by withdrawal of all prizes, awards, and points.

6.2 AGE LIMITS

For the Sprint Cup, participants have to be at least 13 years old or will turn 13 during the current year.

6.3 DRIVER MINIMUM HEIGHT AND WEIGHT

Driver must comply with the below height and weight criteria in order to be allowed to participate:

Minimum Height: 140cm

Minimum Weight with full race gear: 50Kg

7 ELIGIBLE KARTS AND EQUIPMENT

7.1 GENERAL

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.

Drivers will be allocated a different Kart for each session (Qualifying, Pre-Final, & Final) 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.

7.2 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.

7.3 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.

8 EQUIPMENT SAFETY

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.

8.1 CRASH HELMET

The Driver must wear a helmet that must comply with the FIA Karting Technical Regulations, Appendix 2: Recognised Standards for Helmets in Karting.

Any modification to the helmet's list will be published in the FIA Karting Bulletin.

Wearing a scarf, a muffler or any other loose clothes at the level of the neck, even inside an overall, is strictly forbidden. Furthermore, long hair must be contained entirely in the helmet.

8.2 RACE SUIT

Fabric overalls must have a «Level 2» homologation granted by the FIA Karting bearing in a visible way the FIA Karting homologation number. They must cover the whole body, legs and arms included. Overalls remain valid 5 years after their date of manufacturing and the homologation (i.e. the period during which they can be produced) is valid for 5 years.

Leather overalls complying with the standards defined by the FIM are authorised.

All suits should be in good condition and free from holes and burns marks.

8.3 GLOVES

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

8.4 BOOTS

Boots for use in Motorsport and offer ankle protection.

8.5 OTHER ITEMS

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

9 RUNNING OF THE CHAMPIONSHIP

9.1 EVENT FORMAT

Each Event consists of:

- Registration
- Signing on
- Scrutineering
- Drivers' briefing
- Kart Draw
- Qualifying
- Pre-Final
- Final
- Award presentation

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

9.1.1 CLASS GROUPING

The category BSSWS 2020-21 includes the following classes:

- Sprint Cup

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

9.1.2 REGISTRATION

Registration will commence and end at the date and time stipulated in the event's time table.

9.1.3 SIGNING ON

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.

9.1.4 BRIEFING

1. Definition:

The Competitors' Briefing is a meeting organised by the Clerk of the Course or the Race Director for all Competitors entered in the Competition.

2. Aim of the Briefing:

To remind Competitors of the specific points of the Supplementary Regulations concerning the organisation of the Competition; to remind them of the safety notions, either general, or specific to the circuit used; to give any clarification concerning the interpretation of the Regulations.

3. The time of the Briefing is mentioned in the programme of the Competition. The time is considered as that of the beginning of the Briefing and the entrance door and access to the Briefing will be closed. The meeting shall always be held before Practice or the first Qualifying Heat. Extra meetings may be organised if this is deemed necessary.
4. The presence of all concerned Competitors is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the Competition. Two Attendance Sheets shall be signed, one by Drivers and the other by Entrants.
5. Before they can be allowed to continue the meeting, a mandatory fine of maximum BD50 , which must be paid to the Stewards, will be inflicted on any Competitor who do not attend the Briefing.

9.1.5 KART DRAW

Participants will be allocated a different kart for each session (Qualifying, Pre-Final and Final).

These three karts will be allocated by random draw 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 Organisers.

9.1.6 SCRUTINEERING AND SPORTING CHECKS

Technical Scrutineering will take place in a predetermined area and at the time specified in the event Supplementary Regulations. Drivers must present themselves along with their race wear and kart 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.

1. During the initial Scrutineering and Sporting Checks, which will take place on the dates and at the locations specified in the Supplementary Regulations of the Competition, each Driver must have all required documents and information available.
2. Unless a waiver is granted by the Stewards in particular circumstances, Drivers who do not keep to the time limits imposed will not be allowed to take part in the Competition.
3. The Clerk of the Course or the Chief Medical Officer may ask a Driver to undergo a medical examination at any time during a Competition.
4. Checks and Scrutineering shall be carried out by duly appointed officials who shall also be responsible for the organisation of the Servicing Parks and/or the Parc Fermé, and who alone are authorised to give instructions to the Drivers.
5. A Driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

Note: Post-race scrutineering will be conducted at the discretion of the Chief Scrutineer in conjunction with other Senior Race Officials. Drivers are solely responsible for the compliance of their weights and race wear at the time of inspection.

9.1.7 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 Pre-Final 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.

9.1.8 PRE-FINAL

The length of this race (in laps) is specified in Article 4, and if there are changes then will be specified in the event Supplementary Regulations.

The winner of the Pre-Final 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 Pre-Final will determine the starting positions for the Final Race in reverse grid for the top 8 as below formation:

P1 will start P8

P2 will start P7

P3 will start P6

P4 will start P5

P5 will start P4

P6 will start P3

P7 will start P2

P8 will start P1

From P9 onwards, there will be no reverse grid formation.

9.1.9 FINAL

The length of this race (in laps) is specified in Article 4, and if there are changes then will be specified in the event Supplementary Regulations.

The winner of the Final 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.

9.1.10 AWARD PRESENTATION

Awards will be presented to the top drivers in each class according to the provisional finishing positions in the Final Race right after the end of the last race and irrelevant of any ongoing technical or sporting investigation. Number of awards awarded will depend on the total number of class entrants according to the following:

- 1-3 competitors: 1st and 2nd place only
- 4+ competitors: 1st, 2nd and 3rd place

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

9.2 STARTING PROCEDURES

9.2.1 PRE-GRID

Aside from Qualifying, karts shall be lined up on the Pre-Grid in a pre-determined order as detailed in section 10.1.7 and 10.18 of the present regulations. It is the driver's responsibility to ensure that both he/she and their kart are in position on the Pre-Grid Closing time stipulated in the event's timetable. (5mns before each race).

9.2.2 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.

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

9.2.3 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 when the starting signal is given.

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.

9.2.4 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.

9.2.5 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.

9.2.6 RESTART PROCEDURE:

a) LESS THAN TWO LAPS

The original start will be deemed null and void and all competitors who are able to restart the race will do so in their original grid positions – a normal start procedure will be adopted. The length of the new race will be the full original race distance.

b) MORE THAN 2 LAPS BUT LESS THAN 75% OF THE RACE DISTANCE

(Rounded up to the nearest higher whole number of laps). If the Race can be resumed (at the discretion of the Race Director (if nominated) or the Clerk of the Course (or, if he/she had to leave, by his deputy)), The single file grid will be determined by the finishing order when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped. On approaching the Line, where a green flag will be waived by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line preceding the Line. The yellow flags and the "SLOW" boards at the Marshals' Posts will then be withdrawn and replaced by waved green flags. These flags will be displayed for a maximum of one lap.

Should a restart of a race in the final phase not be possible, half championship points will be awarded for this race.

9.2.7 NO RESTART PROCEDURE:

75% OR MORE OF THE DISTANCE OF THE RACE (Rounded up to the nearest higher whole number of laps). The race will be called complete – the classification of the Race will be the classification at the end of the lap prior to that during which the signal to stop the Race was given. In case of a race in the final phase, full championship points will be awarded for this race.

9.3 RACE STOPPAGE

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

1. 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.
2. 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.

9.4 RACE FINISHING PROCEDURES

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

9.5 PARC FERMÉ

1. Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.
2. When Parc Fermé is in use, Parc Fermé regulations will also apply in the area between the finishing line and the Parc Fermé entrance.
3. As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.

9.6 MINIMUM WEIGHT

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.

*Maximum of 30kg each driver is allowed to carry additional ballast.

9.7 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.

10 INCIDENTS

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 Code;
 - have jumped the start;
 - started from an incorrect position (e.g. ahead of the pole sitter during a rolling start)
 - have not respected flag signalling;
 - 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 manoeuvre by a Driver;
 - have illegally impeded another Driver during a passing manoeuvre.
1. It will be the responsibility of the Stewards to decide if one or several Driver(s) is/are involved in an Incident; he/they must not leave the circuit without the Stewards' agreement.
 2. 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.
 3. The Stewards may use any video or electronic system likely to help them to take a decision.
 4. The Stewards shall inflict a time penalty on any Driver having caused an Incident. If the Incident was caused during a Qualifying Practice session, they shall proceed to the cancellation of the three fastest times which he achieved in the session concerned. However, depending on the gravity of the infringements in light of the facts, the Stewards may decide, instead of the time penalty, on a sanction among those provided for in the penalty scale of the NSC.

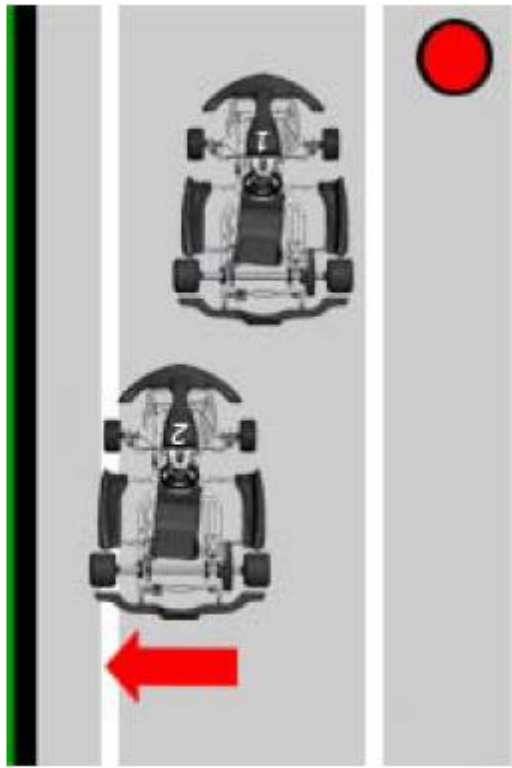
10.1 STANDARD PENALTIES

Participants, who commit an irregularity, shall be punished with a penalty according to the below regulations (below table). The breaches and penalties below do not restrict the Stewards from imposing further penalties, in accordance with the general regulations (penalty scale of the NSC), if they deem the incident justifies it.

DESCRIPTION	PENALTY
Abusive Language, Behavior or Assault	Race or Meeting Disqualification
Contravention of flag signal - Black Flag (ignored more than once)	Race or Meeting Disqualification
Contravention of flag signal - Ignore Technical Flag Twice	Black Flag
Contravention of flag signal before or after race – ¼ Black/Yellow / Yellow	5 seconds Time Penalty
Contravention of flag signal during race – ¼ Black/Yellow / Yellow	10 seconds Time Penalty
Driving in a manner incompatible with general safety	10 seconds, Race or Meeting disqualification

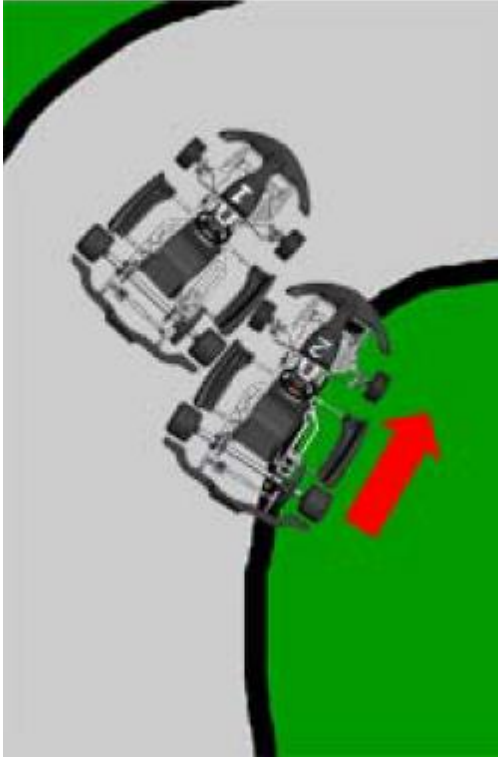
Failure to attend Drivers' Briefing	Fine as per the NSC
Failure to obey an Official of the Meeting	Race or Meeting Disqualification
Failure to report to Scrutineering	Race Meeting Disqualification
Gaining an Unfair Advantage	10 seconds Time Penalty
Scrutineer Non-Compliance Report	Race or Meeting Disqualification
Underweight	Race Disqualification

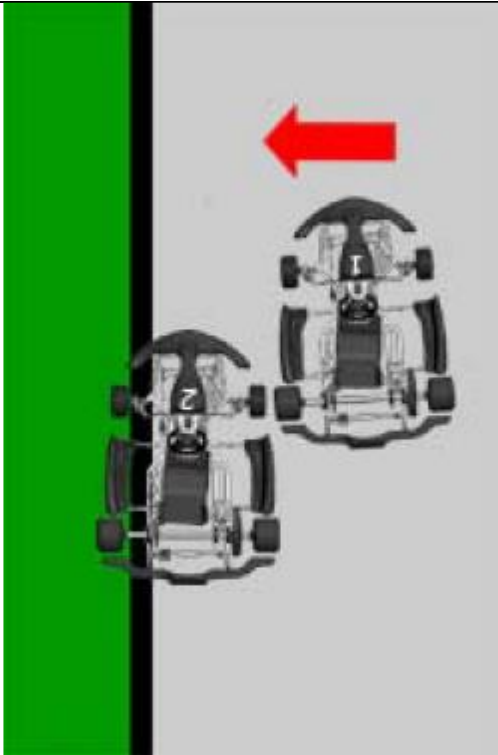
10.2 PENALTY CATALOGUE

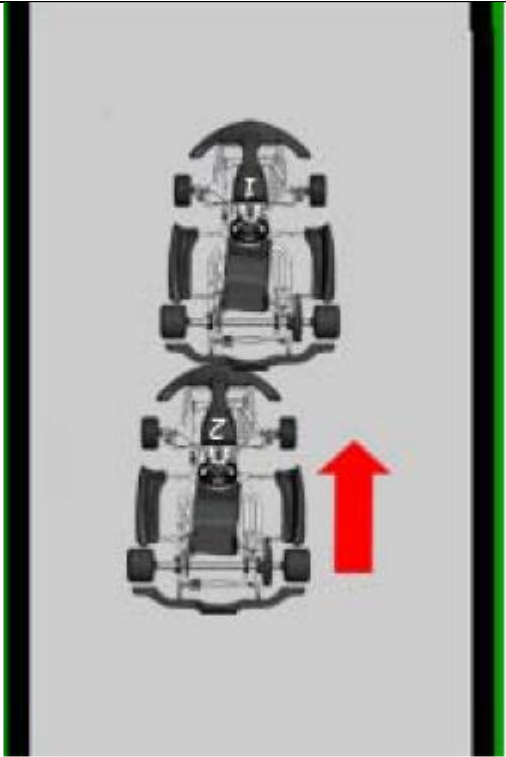
<p>FALSE START (Type A)</p> <p>Means Kart 2 leaves the marked corridor during launch phase with at least two tires before the start has been released.</p> <p>Leaving = the tires are completely on or outside the corridor line.</p>		<p>General:</p>
<p>FALSE START (Type B)</p> <p>Means kart 2 leaves the marked corridor during launch phase with at least four tires before the start has been released.</p> <p>Leaving = the tires are completely on or outside the corridor line.</p>		<p>Type A: 3 seconds Type B: 10 seconds</p>
		<p>Without Advantage:</p>
		<p>Not Relevant</p>
		<p>With Advantage:</p>
		<p>Not Relevant</p>

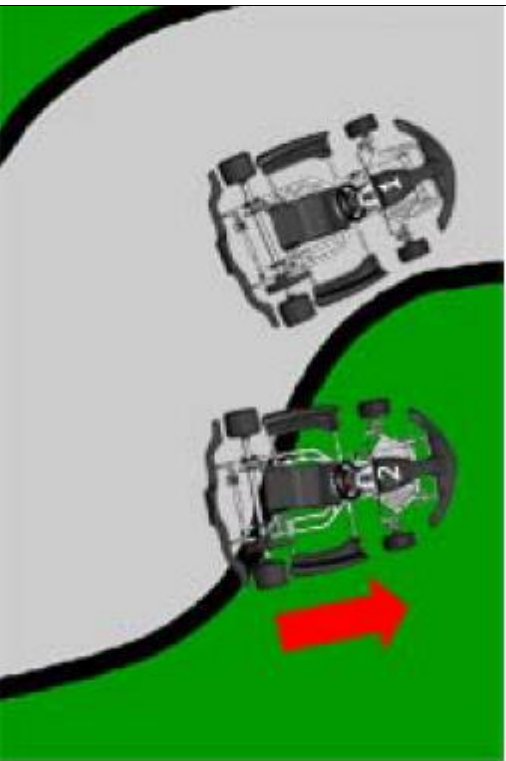
<p>JUMP START means that Kart 2 accelerates during launch phase leaving Kart 1 behind before start has been released. It is irrelevant if the start will be repeated afterwards.</p>		General:
		10 seconds
		Without Advantage:
		Not Relevant
		With Advantage:
Not Relevant		

<p>CUT-IN means that Kart 1 constricts the drivable sections towards the curve center forcing kart 2 to leave the drivable section either partial or completely for passing the curve. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tires next to rear tires) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 suffers a position loss or drop-out. - Kart 2 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not Relevant
		Without Advantage:
		10 seconds
		With Advantage:
20 seconds		

<p>EDGE-INTO means that Kart 2 drives next to Kart 1 (e.g. in order to start an overtaking action) without possessing enough drivable section (including kerbs). It is irrelevant if Kart 2 is completely or partial next to Kart 1 or if Kart 2 is completely or partial off the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		<p>General:</p>
		<p>Not Relevant</p>
		<p>Without Advantage:</p>
		<p>10 seconds</p>
		<p>With Advantage:</p>
		<p>20 seconds</p>

<p>PUSH-OUT means if Kart 1 constricts the drivable section towards the outside line forcing Kart 2 to leave the drivable section either partial or completely. It is irrelevant if the Karts have touched each other or not. A prerequisite is, however, that Kart 2 has to be at least 1/3 (front tires next to rear tires) next to Kart 1.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 wins a position - Kart 2 suffers a position loss or drop-out - Kart 2 suffers a damage leading in a position loss or drop-out 		<p>General:</p>
		<p>Not Relevant</p>
		<p>Without Advantage:</p>
		<p>10 seconds</p>
		<p>With Advantage:</p>
		<p>20 seconds</p>

<p>BUMP means that the front of Kart 2 touches the rear of Kart 1. Neither the reason nor the intensity of the contact is relevant. Only the consequences of the impact are relevant to judge an advantage, not the impact itself.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position and the previous order cannot be restored within the same lap. - Kart 1 suffers a position loss or drop-out - Kart 1 suffers a damage leading in a position loss or drop-out within the same lap. 		General:
		Not Relevant
		Without Advantage:
		Warning Only
		With Advantage:
20 seconds		

<p>SHORT-CUT means that Kart 2 leaves the track completely and returns to the track at a different section. It is irrelevant why Kart 2 has left the track.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 2 wins a position or gains time which cannot be balanced within the same lap. - Kart 1 or any other is handicapped by the return of Kart 2 - Kart 1 or any other suffers a position loss or drop-out by the return of Kart 2. 		General:
		Not Relevant
		Without Advantage:
		Warning Only
		With Advantage:
20 seconds		

<p>WEAVING (ZIG-ZAG) means that Kart 1 changes the driving line more than two times on a straight track section for more than a kart width. It is irrelevant how far Kart 1 is ahead of Kart 2 or if Kart 2 would have been able to overtake.</p> <p>An advantage is at hand, if (either/or):</p> <ul style="list-style-type: none"> - Kart 1 acts more than once a time this way within the same race. 		General:
		Not Relevant
		Without Advantage:
		Warning Only
		With Advantage:
20 seconds		

<p>FORMATION FAULT is at hand, if Kart 2 improves it's starting position unforced during the formation lap after having crossed the "red line" (and before the start has been released).</p>		General:
		Exclusion
		Without Advantage:
		Not relevant
		With Advantage:
Not relevant		

10.3 PROTESTS AND APPEALS

The NSC details all the necessary information concerning the amount of the protest or appeal fees set by the BMF.

10.4 APPLICATION AND INTERPRETATION OF THE GENERAL PRESCRIPTIONS

In the case of a dispute concerning the interpretation of these regulations, only the BMF is qualified to take a decision, without prejudice of the right to appeal, in accordance with the Code.

11 ENTRIES

11.1 MINIMUM AND MAXIMUM NUMBER OF ENTRIES PER CLASS

A minimum of 10 and maximum of 34 Entries apply in all classes. Entry will be accepted in order of receipt of the entries during Registration. The organizer has the right to cancel the event should the number of Entries be below the minimum.

11.2 FEES

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

BSSWS Sprint Cup Round entry fee: BD 75

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.

11.3 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.

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.

11.4 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.

12 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.

13 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.

14 ADVERTISING/PROMOTIONS

Competitors may be obliged to carry official BIKC of 2020-21 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 the BIKC 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.

15 INFORMATION SPECIFIC TO THE EVENTS

15.1 ORGANISER

Bahrain International Karting Circuit

Gate 255

Gulf of Bahrain Avenue

Umm Jidar 1062

Sakhir, Kingdom of Bahrain

Telephone: +973 1745 1745

Fax: +973 1745 1280

E-mail: karting@bic.com.bh

Web: www.bahrain-karting.com

15.2 CALENDAR

Please refer to BIKC 2020-21 Race Calendar.

15.3 TRACK TO BE USED

Please refer to additional supplementary regulation of each Event.

15.4 PERMIT NUMBER AND LIST OF OFFICIALS

Event Officials and Event permit number will be detailed in the Additional Supplementary Regulation (ASR) of each Event.

15.5 TIME TABLE

Please refer to additional supplementary regulation of each Event.

15.6 CODE OF CONDUCT

The instructions detailed in Article 2.15 of the FIA Karting General Prescriptions, Article 2.3 of the FIA Karting Circuit Regulations (Part II), and in Article 3.6 of the FIA Karting Code of Driving Conduct are to apply.

All Drivers must be thoroughly acquainted with these regulations. For your convenience this appears in Appendix 1.

16 CODE OF DRIVING CONDUCT

16.1 OBSERVANCE OF SIGNALS

The instructions detailed in Article 19.8 Signification of Flags (below) are deemed to be part of this Code of Driving Conduct. All Drivers must abide by them.

16.2 OVERTAKING DURING A RACE

1. A kart alone on the track may use the full width of the said track. However, as soon as it is caught by a kart which is about to lap it the Driver must allow the faster Driver past at the first possible opportunity. If the Driver who has been caught does not seem to notice that another Driver wants to overtake him, flag Marshals will display waved blue flags to indicate that the faster Driver wants to overtake. Any Driver who appears to ignore the blue flags will be reported to the Stewards of the meeting.
2. Overtaking, according to the circumstances, may be carried out either on the right or the left. However, manoeuvres liable to hinder other Drivers such as more than one change of direction to defend a position, deliberate crowding of karts beyond the edge of the track or any other dangerous change of direction, are strictly prohibited. Any Driver who appears guilty of any of the above offences will be reported to the Stewards of the meeting.
3. Drivers must use the track at all times. For the avoidance of doubt:
 - a) the white lines defining the track edges are considered to be part of the track but kerbs are not.
 - b) a Driver will be judged to have left the track if no part of the kart remains in contact with the track. Should a kart leave the track for any reason, and without prejudice to (4) below, the Driver may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.
4. Repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) will be reported to the Stewards of the meeting and may entail the exclusion of any Drivers concerned.

5. Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

16.3 KARTS STOPPING DURING A RACE

1. The Driver of any kart leaving the track because of being unable to maintain racing speed and should signal the intention to do so in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to a point of exit.
2. Should a kart stop outside the pit lane or outside the Repair Area, it must be moved as soon as possible so that its presence does not constitute a danger or hinder other Drivers. If the Driver is unable to move the kart, it shall be the duty of the Marshals to assist. If such assistance results in the Driver rejoining the race, this must be done without committing any breach of the regulations and without gaining any advantage.
3. Replenishment of any kind is prohibited, save when the kart concerned is in an area specifically provided for this purpose.
4. Apart from the Driver and duly appointed officials, nobody is allowed to touch a stopped kart except when in the pit lane or in the Repair Area.
5. Except during a race suspension, any kart abandoned on the circuit by its Driver, even temporarily, shall be considered as withdrawn from the race.

16.4 ENTRANCE TO THE PIT LANE (TO THE REPAIR AREA OR TO THE "FINISH PARK")

- a) The so-called <Deceleration Zone> is a part of the pits area. The section of the track leading to the pit lane shall be referred to as the <pit entry>
- b) During the Practice, Qualifying and Race sessions, access to the pit lane, to the Repair Area or to the "Finish Park" is allowed only through the pit entry, <Deceleration Zone>. The penalty for a breach of this rule shall be disqualification from the Race.
- c) Any Driver intending to leave the track or to enter the pit lane, pits or the "Finish Park" or the Repair Area shall signal his intention in good time and should make sure that it is safe to do so.
- d) Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the pit entry deceleration zone and the track is prohibited.
- e) Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit exit or the Repair Area for the purpose of separating karts leaving the pits or in the Repair Area from those on the track must not be crossed by any part of a kart leaving the pits.

16.5 ACCESS TO THE TRACK

Only the Officials provided for on the Officials' list in the Supplementary Regulations of the Competition will have access to the track. Representatives of the press may be given access to the track only if they have expressly asked the Organiser to do so and if the authorisation has been granted to them. They must also respect any safety instructions given by the Officials.

16.6 PARC FERMÉ

1. Only those Officials charged with the checks may enter the Parc Fermé. No intervention whatsoever may be carried out therein without the authorisation of these Officials.
2. As soon as the chequered flag is displayed (Finish), the Parc Fermé regulations will apply for the area between the Finish Line and the entrance to the Parc Fermé.
3. The Parc Fermé shall be large and protected enough to ensure that no unauthorised person may have access to it.

16.7 GENERAL SAFETY

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

2. During Qualifying Practice, and the Races, Drivers may use the track only and must at all times observe the dispositions of the 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.
3. During Qualifying Practice and the Races, a kart that stops must be removed from the track as rapidly as possible in order for its presence not to constitute a danger or be an impediment for other Drivers. If the Driver is unable to remove the kart from a dangerous position by driving it, it is the marshals' duty to help him; however, if the kart restarts as a result of such help, it will be disqualified from the classification of the Qualifying Practice or the Race in which this help was provided. Except for medical or safety reasons, the Driver must stay close to his kart until the end of During Qualifying Practice and the Races.
4. If refuelling is authorised, it may be carried out only in an area provided for this purpose.
5. Except in cases expressly provided for by the Regulations or by the Code, no one except the Driver is authorised to touch a stopped kart unless it is in the "Repair Area".
6. During Qualifying Practice and the Races, the kart may be restarted only by the Driver himself, except if he restarts from the "Repair Area". The Driver may not receive any outside help on the track during the running of a Competition, except in the "Repair Area", which he may reach only by his own means. Pushers are not allowed to help Drivers once they have crossed the line drawn at the exit of the "Pre-Grid".
7. A speed limit may be imposed in the pit lane and in the Repairs Area during Practice, Qualifying, races and the Formation Laps. Any Driver breaking this speed limit will be imposed a penalty provided for in the Regulations or the Code.
8. If a Driver is faced with mechanical problems during, Qualifying Practice and the Races, he must evacuate the track as soon as possible for safety reasons.
9. If a Driver is involved in a collision, he must not leave the circuit without the Stewards' agreement.
10. No Driver may leave the "Repair Area" without having been invited to do so by Marshals.
11. Official instructions will be transmitted to the Drivers by means of the signals provided for in the Code. Competitors must not use flags similar to these ones in any way whatsoever.
12. Any Driver who intends to leave the track, to return to the "Finish Park" or to stop in the "Repair Area" shall demonstrate his intention in due time and shall ensure that he may do so safely.
13. During the Competition and at the order of the Clerk of the Course or the Race Director, a Driver who breaches the Technical Regulations, except during the final lap, must stop in the "Repair Area" and remedy the breach before rejoining the track.
14. When they participate in Qualifying Practice, and the Races, Drivers must at all times wear the full equipment defined under the Technical Regulations.
15. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. The starting up, running in, warming up or testing of kart engines in the Paddock or anywhere other than the Reserved Areas is strictly forbidden. Offenders will be penalized by a fine. In the event of repeated breach, the stewards may disqualify the driver concerned of the competition. Appeals against the stewards' decision have no suspensive effect when in the course of the same competition, a further breach is committed justifying the disqualification of the same competitor.
16. The Organiser undertakes to have on the track all safety devices provided for meetings in the Circuit Regulations, Part 2, from the beginning of Free Practice until the end of the Competition.
17. In the case of a «wet race» (conditions signalled by means of a panel by the Race Direction or the Race Director), the Race Director or Clerk of the Course reserving the right to use the black flag if he deems that the Driver is too slow and dangerous for other Drivers.

16.8 SIGNIFICATION OF FLAGS

Flag signals to be used by the Race Director, the Clerk of the Course or his deputy at the start line:

1. National flag:

This flag is normally used to start the race. The starting signal must be given by lowering the signal which, for standing start Competitions, must not be raised above the head until all karts are stationary and in no case for more than 10

seconds. This flag shall only be used in certain circumstances (e.g. in the case where the light signals no longer function) and for Qualifying Practice.

2. Red flag:

This flag must be waved at the start line when it has been decided to stop a practice, qualifying or the race. The red flag may also be used by the Clerk of the Course or his deputy to close the circuit.

3. Black and white chequered flag:

This flag must be waved. It signifies the end of a qualifying session or a race.

4. Black flag:

This flag should be used to inform the Driver concerned that he must stop at his pit or at the place designated in the Supplementary or Championship Regulations on the next approach to the Parc Fermé entrance. If a Driver fails to comply for any reason, this flag should not be shown for more than four consecutive laps. The decision to show this flag rests solely with the Stewards of the meeting. The Entrant concerned will immediately be informed of the decision.

5. Black flag with an orange disc (40 cm in diameter):

This flag should be used to inform the Driver concerned that his kart has mechanical problems likely to endanger himself or others and means that he must stop at the "Repair Area" area on the next lap. When the mechanical problems have been rectified, the kart may rejoin the race.

6. Black and white flag divided diagonally:

This flag should be shown only once and is a warning to the Driver concerned that he has been reported for unsportsmanlike behaviour.

These last three flags (in 4, 5 & 6) should be shown motionless and accompanied by a black board with a white number which should be shown to the Driver of whose kart the number is displayed. These flags may also be displayed at places other than the start line should the Race Director or the Clerk of the Course deem this necessary. Normally the decision to show the last two flags (in 5 & 6) rests with the Race Director or the Clerk of the Course; however, it may be taken on request of the Stewards of the meeting in order to impose a sporting sanction.

7. Blue and red flag (double diagonal) with number:

The Driver concerned must stop before being lapped or also when he has been lapped. This flag may only be used if it is provided for in the Supplementary Regulations of the Competition.

*Flag signals to be used at observation posts:

8. Yellow flag:

This is a signal of danger and should be shown to Drivers in two ways with the following meanings:

- a. single waved: reduce your speed, do not overtake and be prepared to change direction. There is a hazard on the edge or on part of the track.
- b. double waved: reduce your speed, do not overtake and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track.

Yellow flags should normally be shown only at the marshals' post immediately preceding the hazard. Overtaking is not permitted between the first yellow flag and the green flag displayed after the incident.

9. Yellow flag with red stripes:

This flag should be shown motionless to inform Drivers that there is a deterioration of adhesion due to oil or water on the track in the area beyond the flag. This flag should be displayed for at least 4 laps unless the surface returns to normal beforehand. However, it is not necessary for marshals in the sector beyond the place where this flag is being shown to show a green flag.

10. Black and Yellow Flag:

Immediately slow down and form up behind the leader, no overtaking. Continue at a reduced pace, with no overtaking until a green flag is shown at the start finish line. The race leading kart must slow down to a steady pace (as on a rolling start lap).

11. Blue flag:

This flag should normally be waved, as an indication to a Driver that he is about to be overtaken.

12. White flag:

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

13. Green flag:

This flag should be used to indicate that the track is clear and should be waved at the observation post immediately after the incident that necessitated the use of one or more yellow flags. It may also be used, if deemed necessary by the Race Director or the Clerk of the Course, to signal the start of a warm-up lap or the start of a practice session.

----- End of BSSWS 2020-21 SPORTING REGULATION -----