



**IAME BAMBINO CUP  
SPORTING REGULATIONS  
2019/2020**

Round 1 – 20/09/19  
Round 2 – 01/11/19  
Round 3 – 22/11/19  
Round 4 – 21/02/20  
Round 5 – 13/03/20  
Round 6 – 10/04/20

**NAME OF SERIES:** IAME UAE Bambino Cup

**ORGANIZER:** RAK Track

**1. SPORTING REGULATIONS**

RAK TRACK (the "Organizer") organizes IAME Bambino Cup (the "Event"). The Event is property of RAK TRACK. The title will be awarded to the winning drivers in each category. All parties concerned (ASNs, Promoters, Manufacturers, Organizers, Drivers, Entrants and Circuits) undertake to apply and respect the rules governing CIK-FIA and the Cup.

**2. 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 these Sporting Regulations. The Annexes are an integral part of the Regulations.

**3. ORGANIZATION**

The Event shall be run in accordance with FIA International Sporting Code (the "Code") and its appendices, FIA and CIK-FIA official Bulletins, CIK-FIA Technical Regulations, General Prescriptions applicable to CIK-FIA Karting International Events, IAME Bambino Cup Technical Regulations 2019/2020 and the Supplementary Regulations of the Event.

**4. SPECIFIC INFORMATION OF THE SERIES**

**4.1 Organization Office**

RAK Track  
P.O.Box: 2120, Ras Al Khaimah, UAE  
Tel: 971 7 2222128, Fax: 971 7 2444733  
E-mail: [info@raktrack.ae](mailto:info@raktrack.ae)  
Web: [www.iame.ae](http://www.iame.ae)

**4.2 Dates and Venues**

Round 1 – 20/09/19 – RAK Track  
Round 2 – 01/11/19 – Dubai Kartdrome  
Round 3 – 22/11/19 – RAK Track  
Round 4 – 21/02/20 – Al Forsan Circuit  
Round 5 – 13/03/20 – Dubai Kartdrome  
Round 6 – 10/04/20 – RAK Track

**4.3 Proposing and Authorizing ASN**

The Event is organized by RAK TRACK

**4.4 Entry Closing Dates**

Registration to the Event will be closed 1 week before the day of the race.

**4.5 Entrant's Application**

[info@raktrack.ae](mailto:info@raktrack.ae)

#### 4.5.1 Driver Licenses

Drivers do not require a competition licence to take part in the Series. However, participants must have basic track knowledge and be conversant with circuit rules including flag signals. As such, all drivers must successfully complete a driving at RAK Track or Dubai Kartdrome before being allowed to take part in the series.

#### 4.5.2 Driver Age

Drivers must be at least 5 years of age to compete in the series.  
The maximum age is 8 years.

#### 4.6 Entry Restrictions

4.6.1 Entries are taken on a first come, first served basis.

4.6.2 Entries are only deemed as submitted once full payment has been received. The Organizer reserves the right to reject entries at its discretion.

4.6.3 Applications to participate in the event must be submitted by entrants or drivers to the office of the Organizer through the entry form available on [www.raktrack.ae](http://www.raktrack.ae) website.

4.6.4 The number of entries in the Event will be limited. The Organizer reserves the right to accept more Drivers according to the number of entries received.

#### 4.7 Entry Fees

4.7.1 Race Entry Fee per Round: AED 315 (vat inclusive).

4.7.2 The entry fee includes access to the track on Race Day only.

4.7.3 No entry fee will be reimbursed after the entries closing date.

#### 4.7.5 Late Entry

Late Entries, if accepted, will be subject to an additional charge of AED 100.

### 5. **Prizes and Awards**

#### 5.1 Prizes and Awards

##### 5.1.1 Trophy and Title

A respective title, and trophy or medal, will be awarded to all classified Drivers.

##### 5.1.2 Additional Awards

Additional awards will be given out as follows:

The overall classified Champions will be awarded:

1<sup>st</sup> place: Trophy

2<sup>nd</sup> place: Trophy

3<sup>rd</sup> place: Trophy

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

## 6. ORGANIZER'S SUPPLEMENTARY PROVISIONS

Starting from the first time trial session, only specified tyres below is allowed in the Event.

### 6.1 IAME Bambino Cup tyres

Komet Racing Tyres Model K1D-M

Front size: 10 x 4.00-5

Rear size: 11 x 5.00-5

These must be obtained directly from IAME Series UAE Organiser.

Strictly no modifications or tyre treatments are allowed.

There is no minimum or maximum amount of tyres per event.

Tyres may be used at consecutive events.

### 6.2 Weight

The minimum weight of kart + driver is **77kg**. This will be checked at the end of each Time Trial.

Any ballast must be fitted safely and securely to either the floor tray or the seat by means of at least two mechanical fixings.

No single piece should exceed 5kg.

### 6.3 Petrol

It will be each competitor's responsibility to purchase their own petrol.

6.3.1 Petrol will be unleaded, commercial UAE pump fuel, up to 98 octanes.

6.3.2 The recommended oil mixture ratio is 3%.

6.3.3 Only the official oil for the Event (CIK-FIA approved semi-synthetic 2-stroke oil) Wladoil Racing K-2T is allowed.

6.3.4 It is forbidden to add any liquid and/or power-boosting chemicals into the petrol.

6.3.5 The Scrutineers, following the decision of the Stewards, have the right to change/replace any driver's petrol at their discretion, at any time during the official heats.

Case 1 - The driver will be asked to enter the paddock area without petrol in his/her fuel tank. The organization will then provide petrol at no cost to the driver. The added petrol will be in compliance with the supplementary regulations of the event.

Case 2 - Petrol will be changed without warning, at no cost for the driver.

6.3.6 Evaluation of the fuel at the racetrack will be made with one or all of the following test devices:

- 1) Dynatron DT- 47 Fuel Meter Test
- 2) Specific Gravity Test
- 3) Water Solubility Test

6.3.7 If non-conformity is ascertained, further tests will be conducted at the cost of the Entrant/Driver. An invoice will be provided.

## 7. GENERAL UNDERTAKINGS

7.1 All drivers, Entrants and Officials participating in the IAME Bambino Cup undertake, on behalf of themselves, their employees and agents, to observe all provisions of the International Sporting Code (the "Code"), the Karting Technical Regulations (the "Technical Regulations"), the General Prescriptions applicable to the CIK-FIA Karting international Events and Championships, Cups and Trophies (the "General Prescriptions"), the Supplementary Regulations of the Event concerned and these Sporting Regulations.

7.2 The Organizer reserves the right to issue additional statements following the agreement of the ASN presenting the Cup, concerning the rules and regulations (previously approved by the ASN proposing the series) from time to time. All such statements will be issued to registered competitors by way of competitors' bulletins at the race meeting, or posted to the email address indicated on the Event registration form, or reported on the official website of the event.

## 8. GENERAL CONDITIONS

### 8.1 Paddock Service Vehicles

Entrants are to note the exiguity of the space reserved for servicing vehicles. No private vehicles are authorized to be in this area.

### 8.2 Entrants & Drivers

Entrants and Drivers must report to the reception office immediately upon arrival to be identified and sign on.

### 8.3 Paddock

8.3.1 It is strictly forbidden to erect or unload any equipment until you have been allocated your place in the paddock.

8.3.2 No driver may enter the track for official heats before or without having passed the Sporting & Technical Verifications.

8.3.3 All karts must display the official race numbers beginning from the first non-qualifying practice session.

8.3.4 Only vehicles with authorized passes are allowed in the Paddock.

8.3.5 Each Paddock space (8x6meters) shall be equipped with at least one 5 Kg fire extinguisher.

8.3.6 It is strictly forbidden to smoke or use any device risking provoking fire in the Paddock area. It is forbidden to cook in the Paddock, except with special authorization from the Organizer. In all cases, these installations shall be electrical, isolated and equipped with at least one (1) 5 kg fire extinguisher. Smoking is only allowed in designated areas.

8.3.7 Usage of motorized vehicles such as mini-motors within the Paddock is forbidden. Violators face risk of exclusion.

8.3.8 Ground carpets required to be used throughout the entire race week.

8.3.9 Floor mats or suitable equivalent floor covering beneath karts in your allocated paddock space is obligatory.

8.3.10 Engine warm up in the Paddock area must not exceed 30 seconds.

## 9. PARC FERMÉ

Only one (1) driver per kart and one (1) mechanic is allowed in the "Parc Fermé".

## 10. RACING NUMBERS AND DRIVER NAME

### 10.1 Racing Number

Racing numbers must comply with the provisions of Article 2.24 of the CIK Technical Regulations. The numbers shall be black (without shadow and colored stripes) on a clear yellow background, and they shall be at least 15 cm high and have a 2 cm thick stroke and represented with an Arial type or similar font. The competition number shall be bordered by a yellow background of 1 cm minimum. They must be fitted before free practice and must be clearly visible during the whole race event on both front and rear and on both sides towards the rear of the bodywork. Damaged numbers and I.D must be replaced regularly.

The range of numbers is 1 to 99.

Number requests must be confirmed by the series Organisers and are issued on a first-come, first-served basis.

### 10.2 Driver Name and Nationality (Optional)

Display of Driver Name is optional. Should the driver wish to display his name and nationality on the kart, the Driver's name and the flag of his nationality (The flag displayed must be as per the nationality of the License) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm.

- 10.3 The Driver is responsible for ensuring that the required numbers are clearly visible to Officials, Timekeepers and Marshals at all times.
- 10.4 Karts not in conformity with article 10.1, 10.2 and 10.3 may be not allowed to participate in the Event.

## 11. THE EVENT - PRINCIPLE AND RUNNING

- 11.1 The Event will consist of 6 rounds held on different dates.
- 11.2 Each round (the “Round”) of the Event will be run over 7 segments:
- Signing On
  - Scrutineering
  - Briefing
  - Time Trial 1
  - Time Trial 2
  - Time Trial 3
  - Award Presentation
- 11.3 All Drivers must have passed the sporting checks and have numbers and names (optional) displayed on their karts before taking part in any segment of the Event
- 11.4 A transponder is mandatory from beginning of Time Trial 1 until the end of Time Trial 3. It must be fixed on the lower part of the back of the kart seat.
- 11.5 Signing On  
Signing on will commence at the time stipulated in the Event Schedule. Each driver is required to complete and sign a registration form. Any driver not signing in during the allocated registration window will not be permitted to race. Pushers must also sign on at this time with their respective driver.
- 11.6 Drivers briefing  
Drivers & Entrants Briefing is mandatory for all Drivers and Entrants, exact time will be stated on the timetable for the event and is mandatory for all Drivers and Entrants to attend. A further Drivers briefing may also be mandatory on Friday under the discretion of the Clerk of the Course. It is the Drivers / Entrants duty to enquire about any further Driver’s Briefing. This information will be posted on the official posting board and available at the Reception office. Drivers / Entrants not attending the briefing will be liable to incur a fine to be paid to the ASN sanctioning the event (EMSO), via the Stewards and according to the official fee indicated by the ASN in the supplementary regulations. Signing of the attendance list is mandatory.
- 11.7 Scrutineering  
All Drivers must have scrutineered during the allocated time period detailed on the official time schedule. Scrutineering take place in Technical Bay at the time specified in the Official Event Schedule. Drivers must present themselves along with their race wear and kart (which must be ready to race) to the Scrutineers at the allotted time for a basic safety and technical compliance inspection. Drivers who do not successfully pass Scrutineering will not be permitted to take part in the race meeting.
- 11.7 Time Trials  
The length of each session will be 10 minutes unless otherwise stipulated in the Event Supplementary Regulations. All karts are released one-by-one from the Pre-Grid at regular intervals as directed by the Pre-Grid marshal. Crossing the start line for the first time will constitute the start of the first timed lap. Competitors may complete as many laps as they wish within the Time Trial duration. All lap times are recorded.
- 11.8 Classification  
Drivers will be awarded points for each Time Trial in terms of best lap time classification. For each Time Trial, the driver recording the fastest lap time will be awarded a maximum of 50 points. Points are scored per Time Trial as follows:
- Fastest Lap 50 points
  - 2nd Fastest Lap 45 points

- 3rd Fastest Lap 41 points...and so on down to 34th place (as shown in the table below)

- 35th place and any competitor thereafter will receive 1 series point.

FINISHING POSITION	POINTS AWARDED	TIME TRIAL 1	TIME TRIAL 2	TIME TRIAL 3	PENALTY POINTS DEDUCTED	GRAND TOTAL
1 <sup>st</sup>	50					
2 <sup>nd</sup>	45					
3 <sup>rd</sup>	41					
4 <sup>th</sup>	38					
5 <sup>th</sup>	36					
6 <sup>th</sup>	34					
7 <sup>th</sup>	32					
8 <sup>th</sup>	30					
9 <sup>th</sup>	28					
10 <sup>th</sup>	26					
11 <sup>th</sup>	25					
12 <sup>th</sup>	24					
...	...					

11.9.1 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 the final classification.

11.9.2 In case a Time Trial is cancelled because of "force majeure," no points will be awarded.

11.9.3 In the case that 2 or more drivers finish the Bambino Series with the same number of points, the higher placing will be awarded to the driver with the outright fastest Time Trial lap of the day.

11.9.4 In the situation two drivers are tied on points and share the identical outright fastest lap of the day then organisers will refer to the second best Time Trial lap of the day and so on until a winner emerges. If this procedure fails to produce a result, Organizing Committee will nominate a winner according to such criteria as it deems fit

11.9.5 Driver with the highest number of points after all Rounds, minus three worst Time Trials, wins the Championship. "Non-attended" Time Trials will classify as worst scores.

11.9.5.1 In case of exclusion from the Time Trial (Technical non conformity), competitor cannot drop the points for this Trial.

#### 11.10 Did Not Start (DNS)

DNS is used to classify any driver who fails to cross the start line at any point during a Time Trial. The number of points awarded for a DNS is 1 less than the last classified competitor.

#### 11.11 Penalty Points

Drivers who receive a black flag will receive a penalty in accordance with the nature of the offence, at the discretion of the Race Director. The following non-exhaustive guide covers a number of common infringements and their associated penalties:

Contact (with another competitor)	10 Points deducted at the end of the session
Pit Lane Speeding	10 Points deducted from the time trial's allocated points
Ignoring flag signals	10 Points deducted from the time trials allocated points
Being late to the Drivers Briefing	10 Points deduction from the total points <u>or</u> put to the back of the pre grid for all sessions
Missing the Drivers Briefing	20 Points deduction from total points and put to the back of the pre grid for all time trial sessions
Underweight	20 Points deduction from total points
Improper conduct on or off track (including parents)	30 Points deduction from total points or exclusion from the event
Technical non conformity	DQ from that time trial
Failure to raise their hand prior to entering the pit lane	5 Points deduction from total points from the day
Failure to comply with Parc Fermé & Venue Requirements	10 Points deduction from total points from the day

## 12. STARTING GRIDS

### 12.1 Pre Grid

At the allotted time, drivers and pushers will make their way to the Pre-Grid in preparation for their session. Drivers/karts will be lined up on the Pre-Grid in single file according to a pre-determined, randomly-generated order (different for each session). Drivers will not be permitted to line up on the Pre-Grid without a pusher present. It is forbidden to carry out any work and/or set-up on the kart on the Pre-Grid.

When ready the Clerk of the Course will allow all Pushers to take up positions around the circuit.

At the green flag signal, drivers will be released one-by-one from the Pre-Grid at appropriate intervals as dictated by the Pre-Grid Marshal. Drivers (or pushers) arriving after this time will only be permitted to join the circuit with the express permission of the Clerk of the Course.

### 12.2 Pushers

Each driver must have a 'pusher' representing him/her. Pushers must register with their respective driver at Signing On where they will receive a high-visibility vest.

Pushers must be at least 18 years of age and must attend the Drivers Briefing with their driver. During Bambino sessions, pushers will be stationed around the circuit (on safe zones) It is the responsibility of each pusher to provide timely assistance to all bambino drivers as and when needed.

## 13. ENTRANCE TO THE PIT OR PADDOCK AREA

- The so-called "Deceleration Zone" is a part of the pits area.
- During Time Trials, access to the pits is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.
- Any driver intending to leave the track or to enter the pits or paddock area shall signal his intention in good time and make sure that it is safe to do so.
- 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 deceleration zone and the track is prohibited.
- Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit for the purpose of separating karts leaving the pits from those on the track must not be crossed by any part of a kart leaving the pits.

## 14. SCALE, WEIGHING PROCEDURE

The scale of the day will be located in the "Paddock Area". This scale is the only one which will be officially used and counted.

- After each Time Trial, each kart crossing the line will be weighed simultaneously then separately. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control of the Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.
- If for reasons of "Force Majeure" the Driver is unable to report to the scales at the end of a Time Trial, his kart will be weighed on its own and the Driver's weight registered after Qualifying Practice would be added to that of the kart.
- No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing (except by a Scrutineer within the framework of his official duties).
- Only Scrutineers and Officials may enter the weighing area. No intervention whatsoever is allowed in that area unless it has been authorized by these Officials.
- Karts and Drivers are not allowed to leave the weighing area without the authorization of the Scrutineer.
- Any infringement to these provisions relating to the weighing of karts may entail the exclusion of the driver and kart concerned.

14.7 The Organizer shall place the scales under a shelter at the entrance to the “Finish” Paddock Area and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the weighing procedure of their karts is over.

14.8 If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from Time Trial.

14.9 It is absolutely forbidden to drink, pour water on the suit, and introduce any kind of liquid inside the Parc Fermé.

## 15. ELIGIBLE KARTS AND EQUIPMENT

Each Driver will be entitled to submit to Scrutineering the following equipment:

Number of chassis: 1

Number of engines: 1

They must be originals and strictly in accordance with the Technical Regulations and the technical data sheets.

## 16. GENERAL SAFETY

Article 2.14 of the CIK-FIA General Prescriptions

## 17. KART SAFETY

Article 3.1 of the CIK-FIA Technical Regulations

## 18. DRIVER'S SAFETY

Article 3.2 of the CIK-FIA Technical Regulations

### 18.1 Crash Helmet

Drivers must wear a well-fitting helmet with efficient and unbreakable protection for the eyes. Helmets with Snell-FIA standards CMS2007 or CMR2007 are highly recommended.

### 18.2 Race Suit

Race suits are mandatory. It is strongly recommended that drivers wear kart race suits with a “Level 2” homologation granted by CIK-FIA. Drivers wishing to use race suits which do not meet this standard must present them to the Scrutineers for inspection and approval.

### 18.3 Gloves

Gloves are mandatory. They must be in good condition and must completely cover the hands and fingers.

### 18.4 Footwear

Drivers must wear suitable flat-soled footwear with ankle protection. Sandals, high heels, open-toed footwear or flippers will not be permitted.