

SWS E-SPRINT FINAL

WAVRE INDOOR KARTING
BELGIUM

23-24
MAY
2025

REGULATION



WWW.SODIWSERIES.COM



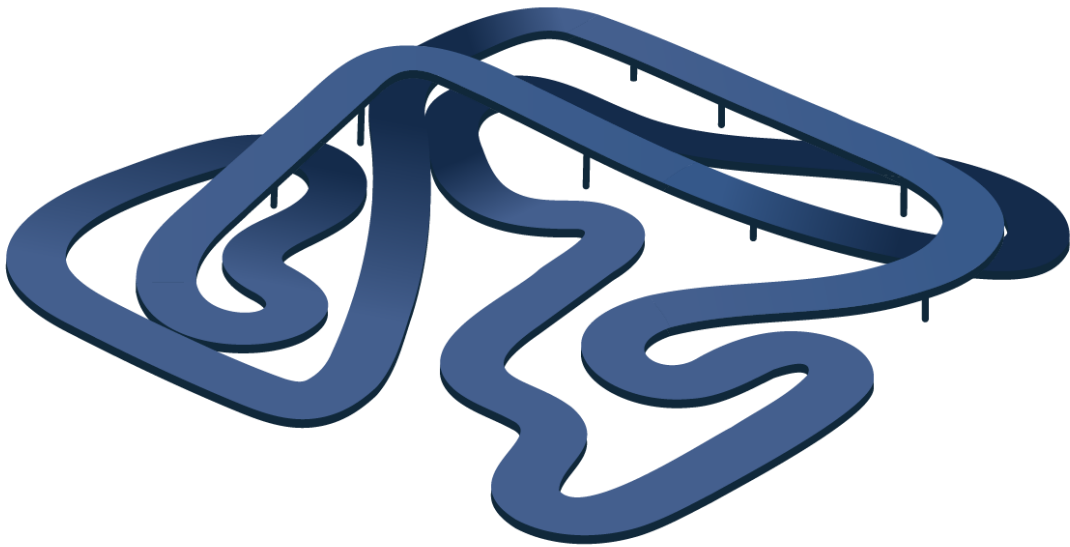
I. SPECIFIC INFORMATIONS :	3
II. GENERAL REGULATIONS :	4
a. Participants	4
b. Event registration	4
c. Administration Check-in	4
d. Karts	4
e. Equipment configuration	5
f. Advertising	5
g. General Safety & Behavior	5
h. Driver's equipment	5
III. SPORTING REGULATION	6
a. Generalities	6
b. Running of the SODI W FINALS	6
c. Allocation of race numbers	6
d. Random allocation of go-kart	6
e. Race format	7
f. Qualifying	7
g. Heats	8
h. Finals	8
i. Final classification	9
j. Starting procedures	9
k. Race Stoppage	9
l. Weight	10
m. Disqualification	10
n. Force Majeure	10
o. Appendice 1 : Penalties	11
p. Appendice 2 : Lights & Flags	12

I. SPECIFIC INFORMATIONS :

a. As a karting manufacturer and in order to promote the wide practice of leisure karting, the company SODIKART, through its entity 3MK EVENTS, promoter of the SWS E-Sprint Cup International Final, in collaboration with the Wavre Indoor Karting, hereinafter called the host track of the SWS E-Sprint Cup International Final, proposes the SWS E-Sprint Cup International Finals, hereinafter referred to as the SWS International FINAL.

b. The SWS e-Sprint International FINAL is open to all qualified drivers.

c. All competitors must have a personal SWS ID number (Driver Identification Number) and, consequently, be registered on the website: www.sodiwseries.com.

	Track	Wavre Indoor karting
		
	Location	WIK Karting 117 Boulevard de l'Europe 1300 - WAVRE (Begium)
	Date	23 rd & 24 th May
	Track length	650 m
	Sens	Clockwise & Anti-clockwise



II. GENERAL REGULATIONS :

The present regulation is specific to the SWS E-Sprint Cup International Final. In this regard, no specific rules may be applied without the SWS E-Sprint Cup International Final promoter's approval.

The promoter reserves the right to modify these regulations at any time. If need be, these modifications will be notified to the entrants as soon as possible and cannot be contested.

Moreover, the instructions given by the race directors at the occasion of the official briefing are an integral part of the present regulation and cannot be contested.

a. Participants

The SWS E-Sprint Cup International Final is open to all qualified drivers. All drivers in the E-SPRINT CUP category must **be 15 years**.

The promoter reserves the right to refuse or exclude a driver without having to provide justification before or during the event.

b. Event registration

Registration for the e-Sprint Cup International Final will be effective when the driver has booked its participation online, by filling out the necessary forms before the official deadline.

The registration is considered valid only when the registration fee has been received by the e-Sprint Cup International Final promoter. No driver will be allowed to race if the registration and payment is not completed. All registered drivers have received a confirmation email from the SWS promoter.

c. Administration Check-in

All the administrative CHECK-IN will be carried out before the start of the races. All drivers must attend to the administrative CHECK-IN where all information will be provided, and questions answered.

All drivers must attend to the administrative CHECK-IN, where all information will be given, and questions answered. Check-in opening:

- **THURSDAY 22nd May 2025 from 5:00 pm to 7:00 pm in the welcome OFFICE.**
- **FRIDAY 23rd May 2025 from 8:00 am to 8:45 am in the welcome OFFICE.**

d. Karts

The 2025 E-Sprint Cup International Final promoter, in partnership with the host track, will provide a homogeneous fleet of SODI RSX 2. Each kart will be calibrated for the event using the exact same settings. No stickers are permitted on the go-kart. Any kind of visual modification and marking is strictly prohibited on the kart.



e. Equipment configuration

The equipment used must remain strictly in its original configuration. If the equipment's configuration is modified by the driver (or one of the accompanying persons), the promoter reserves the right to take any action he will consider appropriate toward the driver, up to and including definitive disqualification from the event.

f. Advertising

While participating to the E-Sprint Cup International Final, all drivers allow the promoter to use all the videos/photo captures of the E-Sprint Cup International Final races (photo featuring the driver's name and his/her face) for advertising & marketing purposes.

g. General Safety & Behavior

Maximum safety, fair-play and sportiveness are required to all drivers taking part to the e-Sprint Cup International Final. While signing the liability disclaimer and code of good conduct at the administrative check-in, all drivers and their guardians accept to fully abide by this high standard of respect, in particular:

- **Respect towards the operating and organizing staff**
- **Respect towards other participants and any attendees**
- **Respect towards the infrastructure and equipment available for the event**

Any failure to comply with these minimum rules may be subject to any sanction deemed useful by the promoter and host track of the event. This sanction can go up to the **definitive exclusion of the E-Sprint Cup International Final and the SODI W SERIES.**

h. Driver's equipment

Each driver is free to use his/her own equipment (suit, gloves, helmet & racing shoes are mandatory) throughout the event. For drivers who do not have or bring their own equipment, the host track of the E-Sprint Cup International Final undertakes to supply the basic equipment needed to participate (except footwear). In this case, all the equipment provided must be returned fully at the end of the race.



III. SPORTING REGULATION

a. Generalities

The E-Sprint Cup International Final shall remain a leisure karting event. The SWS promoter will take any decision to preserve the fair play and sportiveness of this event. All drivers will have to sign a liability disclaimer and chart of good conduct before the start of the races.

Sporting regulations might be modified at any time by the SWS promoter. If need be, the participants will be informed as soon as possible about any modification of the sporting regulations.

b. Running of the SODI W FINALS

The SWS E-Sprint Cup International Final will compromise QUALIFYING, HEATS, and FINAL races.

All the administrative CHECK-IN (registration, equipment, etc) will be carried out before the start of the races.

The briefing takes place on 23rd Friday before the first session of racing.

The complete timetable (provisional & official) of the 2025 E-Sprint Cup International Final is available on the SWS website. Information of the race will be accessible on the SWS website. Other communication channels might also be used to inform drivers & the public about the event (Facebook, Instagram, or Emails).

c. Allocation of race numbers

Race numbers will be different in each race for the driver because he will drive different go-kart during the event.

d. Random allocation of go-kart

The karts will be allocated randomly between each driving session (qualifying, heats and finals) to ensure that all drivers have equal chances in the competition.

If a go-kart has been judged as excessively slow compared to the other go-karts of a driving session; the technical staff reserves the right to change this go-kart which will be replaced by a spare go-kart.

Also, if 1 or several drivers/go-karts were missing in the previous driving session, the technical staff will complete the line-up with 1 or several spare go-karts to complete the grid where the go-kart(s) was/were missing.



e. Race format

RACE FORMAT IN EACH DAY FOR THE SWS E-Sprint Cup International Final

	Sessions	Name	Driving Time
	Qualifying	Q1	10'
	Heat 1	H1	12'
	Qualifying 2	Q2	3'
	Heat 2	H2	12'
	Final	F	15'

f. Qualifying

Duration: 10' & 3' (2 qualifying sessions per day)

The qualifying series will be published before the event. The best lap of each driver will be used. In case of draw, the timing software will automatically rank the drivers, etc...

General classification of qualifying will be used to create new group for HEAT 1 & HEAT 2.

Heat group	General classification after qualifying (1st to 84th)
A	1 – 8 – 15 – 22 – 29 – 36 – 43 – 50 – 57 – 64 – 71 – 78 – 85 – 92
B	2 – 9 – 16 – 23 – 30 – 37 – 44 – 51 – 58 – 65 – 72 – 79 – 86 – 93
C	3 – 10 – 17 – 24 – 31 – 38 – 45 – 52 – 59 – 66 – 73 – 80 – 87 – 94
D	4 – 11 – 18 – 25 – 32 – 39 – 46 – 53 – 60 – 67 – 74 – 81 – 88 – 95
E	5 – 12 – 19 – 26 – 33 – 40 – 47 – 54 – 61 – 68 – 75 – 82 – 89 – 96
F	6 – 13 – 20 – 27 – 34 – 41 – 48 – 55 – 62 – 69 – 76 – 83 – 90 – 97
G	7 – 14 – 21 – 28 – 35 – 42 – 49 – 56 – 63 – 70 – 77 – 84 – 91 – 98

At the end of the qualifying session, the fastest driver will receive **2 bonus points for the final classification.**



g. Heats

Duration: 12' (2 heats per day)

The starting group & grid of heat 1 is based on the qualifying result. The groups will remain the same for heat 2 but the grid of heat 2 is based on the qualifying 2. Before each heat 2, a qualifying session of 3' will determine the grid for heat 2 of each group.

Scoring point system per heat:

Group A, B, C, D, E, F & G	
Position	Points
1	20
2	16
3	13
4	11
5	10
6	9
7	8
8	7
9	6
10	5
11	4
12	3
13	2
14	1

A driver who doesn't take part to the race or be disqualified will score **0 points**.

h. Finals

Duration: 15' (1 final per day)

At the end of the HEATS, there will be a ranking of the 98 drivers which will determine the group for FINAL. In case of draw, best time of the qualifying sessions will decide.

General result of HEATS will be used to create FINALS in each day:

- Drivers from 1st to 14th place will be in FINAL A.
- Drivers from 15th to 28th place will be in FINAL B.
- Drivers from 29th to 42nd place will be in FINAL C.
- Drivers from 43rd to 56th place will be in FINAL D.
- Drivers from 57th to 70th place will be in FINAL E.



- Drivers from 71st to 84th place will be in FINAL F.
- Drivers from 85th to 98th place will be in FINAL G.

At the end of each final, we give points to each driver according to the following point system:

FINAL A		FINAL B		FINAL C		FINAL D		FINAL E		FINAL F		FINAL G	
Place	Points	Place	Points	Place	Points	Place	Points	Place	Points	Place	Points	Place	Points
1	115	15	84	29	70	43	56	57	42	71	28	85	14
2	105	16	83	30	69	44	55	58	41	72	27	86	13
3	100	17	82	31	68	45	54	59	40	73	26	87	12
4	96	18	81	32	67	46	53	60	39	74	25	88	11
5	94	19	80	33	66	47	52	61	38	75	24	89	10
6	93	20	79	34	65	48	51	62	37	76	23	90	9
7	92	21	78	35	64	49	50	63	36	77	22	91	8
8	91	22	77	36	63	50	49	64	35	78	21	92	7
9	90	23	76	37	62	51	48	65	34	79	20	93	6
10	89	24	75	38	61	52	47	66	33	80	19	94	5
11	88	25	74	39	60	53	46	67	32	81	18	95	4
12	87	26	73	40	59	54	45	68	31	82	17	96	3
13	86	27	72	41	58	55	44	69	30	83	16	97	2
14	85	28	71	42	57	56	43	70	29	84	15	98	1

i. Final classification

After two days of competition, the final classification of each driver will be defined by accumulated **both finals points (day 1 & day 2) + heats points + bonus points after qualifying**. The winner of the SWS E-Sprint Cup International Final will be the driver who has scored most points.

j. Starting procedures

All races' starts (heats and finals) will be **standing start on grid**.

k. Race Stoppage

If, for any reason, the race must be STOPPED, the **Red Flag** will be shown at all race direction post.

The classification of the Race will be the classification when the leading kart crossed the Line at the end of the lap prior to that during which the Race was stopped.

Any time penalty will be taken into account – and will determine the single file starting grid should the race be resumed. Drivers shall slow down hold their position in a single file and proceed slowly to the start and finish line. In case it is not possible to stop on the start and finish line, this could happen in any other part of the circuit, hence drivers must be ready to stop at any moment when under red flag procedure.



It is important that all drivers understand that driving speed under RED FLAG procedure is walking pace. If the race is stopped after 75% (rounded to the higher lap) of the total of laps, this will be considered a final result.

l. Weight

During the SWS e-Sprint Cup International Final, the karts will be ballasted.

The weight for the E-Sprint Cup International Final is 80 kgs (driver + equipment).

Drivers weighing less than this minimum weight will need to add sheet ballasts to reach this weight.

A specific ballast system will be provided by SWS. Only ballast from organization is allowed to be used during the event.

Every Driver will be weighed by SWS Organization at the end of each qualifying, heats, finals.

If the driver doesn't reach the minimum weight, he will get DISQUALIFIED from the session.

m. Disqualification

All drivers who are subject of a report, either Sporting or Technical, resulting in disqualification will be eliminated from the races. Official timetable of the event explicitly shows the time for each driving session. Drivers are responsible of the management of their time ; and any driver arriving after the given time to the grid may be excluded from the race without further explanation ; in order to secure a good organisation & timing of the global event.

n. Force Majeure

In case of force majeure (particularly bad weather conditions or any safety reason), the SWS promoter – in cooperation with the event host track – reserves the right to postpone the start of the race, to stop the race, to modify the duration of the race or to cancel the race.

o. Appendice 1 : Penalties

The penalties will be fully explained during the briefing. All drivers will then have the possibility to ask question to the race direction. All drivers taking part to the race are expected to respect the various levels of penalties, without reserve. Any sanction issued by the marshalls / race director will be applied without delay. In case of any dispute, the Race Director will be sole competent referee to judge.

The following table is provided for information only:

Session	Principal incident	Level of incident	Penalty
ALL	Insults and threats	5	Exclude from the event
	Late on pre-grid	4	DSQ from the session
	No-conforming weight at control	4	DSQ from the session

Session	Principal incident	Level of incident	Penalty
Qualifying	First unfair drive (blocking, contact, etc...)	1	Warning
	Repetition of unfair actions	2 / 3 / 4	From + 3 places to DSQ
	Pushing someone out	2 / 3 / 4	From + 3 seconds to DSQ

Session	Principal incident	Level of incident	Penalty
Heats & Race	First unfair drive (blocking, contact, etc...)	1	Warning
	Anticipating the start	2	+ 10 seconds
	Several changes of direction	2 / 3 / 4	From + 3 seconds to DSQ
	Repetition of unfair action	2 / 3 / 4	From + 3 seconds to DSQ
	Causing a collision	2 / 3 / 4	From + 3 seconds to DSQ
	Pushing someone out	2 / 3 / 4	From + 10 seconds to DSQ
	Pushing voluntarily someone out	3 / 4	From + 30 seconds to DSQ
	Cutting the track	4	DSQ

p. Appendice 2 : Lights & Flags

	Start of the race.
	Immediately stopping the race, all drivers join the pitlane. Finish your lap and come to a halt in the straight at the end of the lap.
	You will be overtaken by a faster competitor or by the race head, thank you for letting go.
	Warning for incident on the track, the driver will be notified by the race direction.
	Exclusion from the race for serious misconduct, the driver will be notified by the race direction.
	End of the race.

May the best win !