



Armenian Automobile Federation (FAA) 2026 Sprint Races Sporting Regulations / PlayCity Kartdrome Sodi World Series (SWS)

REGULATIONS

The final text of these Sporting Regulations shall be the English Version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of the regulations.

1. GENERAL ADMINISTRATION

All race events will be organized and administered by Noor Racing in accordance with the Sodi World Series (SWS) regulations, information on which can be found at <https://www.sodiworldseries.com/en-gb/>. These Regulations apply to all SWS Sprint races organized by Noor Racing and cover the following categories:

FAA Junior Cup
FAA Senior Cup
FAA Women Cup

2. INFORMATION SPECIFIC TO THE SERIES (SPORTING)

2.1. ORGANIZER

The Organizer's official contact details are:

PlayCity kartdrome
35 Acharyan Street, 0040, Yerevan, Armenia

Rodion Krylov
Phone: +374 98 703447
Email: kryloffrodion@gmail.com
Web: noorracing.am

2.2. DATES

The Noor Racing will organize Individual SWS Sprint race events throughout 2026. Dates of the race events will be posted on the official website (see Section 2.1). Additionally, the Organizer shall hold another races, results from which can also be contributed towards the global SWS rankings.



2.3. ENTRIES

To be eligible to enter a race event under these Regulations, each competitor must hold a valid SWS account number (free of charge). This can be obtained by registering at <https://www.sodiwseries.com/en-gb/become-sws-driver.html>

2.3.1 ENTRY CRITERIA JUNIOR CUP

Every Junior entrant must have met one of the following qualifying criteria, to enter an SWS JUNIOR CUP event:

- Have a PlayCity KartingPRO license
- Have a valid FIA or FAA Race license
- PlayCity Racing Academy Drivers on a current course may enter with the approval of the Coordinator or Kartdrome Manager.
- Drivers with an existing SWS Profile and who have raced National or International tracks more than 5 times. This will be subject to verification.

2.3.2. ENTRY CRITERIA SENIOR CUP AND WOMEN CUP

Every Senior/Woman entrant must have met one of the following qualifying criteria, to enter an SWS SENIOR/WOMEN CUP event:

- Drivers with an existing SWS Profile and who have raced on other National or International tracks more than 5 times. This will be subject to verification.
- Have a valid FIA or FAA Race License
- Have a PlayCity KartingPRO license
- PlayCity Racing Academy Drivers on a current course may enter with the approval of the Coordinator or Kartdrome Manager

2.3.3. ENTRY PROCESS

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

1. Add the PlayCity Kartdrome event to their profile at <https://www.sodiwseries.com/en-gb/> (N.B. Each race within an event is listed separately by Sodi, if there are 2 races then they will show as two separate races on their website)
2. Complete the Noor Racing or SWS entry form and pay the relevant fee at the Noor Racing Reception 48 hours before the race.
3. All entries are to be submitted to & received by the Organizer 3 days before the race event date.
4. Sodi website registration is mandatory for all drivers.

2.3.4. RECEIPT

Any entry not accompanied by the relevant fee shall be null and void. The organizers reserve the right to refuse entries submitted after the 2-day deadline, although late entries may be accepted at the sole discretion of the Organizer.



2.3.5. RESTRICTION

If the Organizer reserves the right to postpone or cancel a race event should they not receive a minimum of 8 entries per Group. If there are more than 12 entries in Senior category, the Organizer will accommodate drivers into 2 Groups (A, B) with 24 entries in total. Drivers will be distributed in Groups by the Qualification results. Maximum entries in Junior and Women categories are 12. Should the Organizer be required to restrict the number of entries then approved entries will be based on the date of entry submission (i.e. first come, first served basis). The Organizer also reserves the right to refuse any entry that would be against the spirit of the PlayCity Kartdrome SWS Sprint Races.

2.3.6. FEES

The relevant entry fee will be published on the on-line registration process. For all 2026 race events, the fees are as follows excluding of 10% tax:

- Junior Cup: Qualifying plus 1 sprint race – 22000 AMD per round
- Senior Cup: Qualifying plus 1 sprint race – 26000 AMD per round
Qualifying plus 1 strongman race – 36000 AMD per round
- Women Cup: Qualifying plus 1 sprint race – 12000 AMD per round

2.4. EVENT FORMAT

Each event (category specific formats highlighted) will consist of:

- Drivers Sign-on (**The Parent/Guardian must sign for drivers below the age of 18yrs old**)
- Kart draw
- Driver weigh-in Drivers Brief
- Qualifying
- Race
- Awards presentation

2.4.1. JUNIOR CUP, WOMEN CUP AND SENIOR CUP FORMAT

Qualifying and 1 sprint race. Drivers ballot for their kart numbers for each of elements of the race event and will use a different kart for each element. The grid for the race will be determined by qualifying.

Qualifying and 1 strongman race. Drivers ballot for their kart numbers for each of elements of the race event and will use a different kart for each element. The grid for the race will be determined by qualifying.

2.4.2. SIGNING ON

All entrants must sign on at Reception. Drivers under the age of 18 years of age and all Junior Cup drivers must be accompanied by their Parent/Guardian always. The Parent/Guardian is to sign the Disclaimer on the driver's behalf.



2.4.2.1. KART DRAW

Drivers will draw separate kart numbers for **Qualifying** and **Race**. Drivers are not permitted to swap karts under any circumstances with other drivers. If a participant does not attend the Kart Draw session for any reason, the Organizer will allocate the kart numbers for that driver. If a Driver receives the same number kart in a row they must pick again.

2.4.2.2. DRIVERS WEIGH-IN

All drivers are to complete the weigh-in process before the driver's brief. The driver is to be weighed by a Noor Racing official complete with their suit and helmet only, without ballast.

Rib protector & neck brace can be used and will be considered as part of the driver's weight during weigh-in.

None weight seat inserts are permitted – but are NOT considered part of the driver's weight during weigh-in.

Minimum Driver weight: See Regulations 4.2 & 4.3 for ballast requirements

2.4.2.3. DRIVERS BRIEFING

Driver's briefing is MANDATORY; drivers are to refer to each event timetable for the specific timing of the brief. Drivers showing up late at the driver's briefing will only be allowed to participate in the event at the discretion of the Clerk of the Course. In the event a driver is not permitted to participate, due to being late, the driver's entry fee will not be reimbursed.

ANY driver late for the brief will be penalised according to Penalties Section (Section 5) of these regulations.

2.4.2.4. QUALIFYING SESSION

In case of more than 12 drivers, they will be divided in 2 qualifying groups by draw. The duration of the qualifying session will be 10 minutes for each group. The summary results of the qualifying sessions of both groups will determine the starting positions and groups for the race 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 everyone in order to determine priority, and so on.

2.4.2.5. RACE DURATIONS

Race durations are detailed below. In each race, the winner is defined as the competitor that completes the stipulated number of laps (as per the event timetable) the quickest. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps completed.



2.4.2.5.1. SPRINT RACE

The length of sprint race will vary for each format but will be approximately **12 minutes + 1 Lap**. Points will be awarded based on the result of the race after the application of any penalties.

2.4.2.5.2. STRONGMAN RACE

The length of strongman race will vary but will be approximately **30 minutes + 1 Lap**. Points will be awarded based on the result of the race after the application of any penalties.

2.4.2.5.3. Race Formats can be changed and altered at any time by the organizer.

2.4.2.6. KART ROTATION IN STRONGMAN RACE

At the pit lane entry and exit, there will be traffic lights for the left and right lanes:

- Entering and exiting the pit lane is allowed only on a green light.
- The driver independently chooses the lane when entering.
- The driver must stop in front of the traffic light and press the button on it. Once the timer is activated, the traffic light will switch from green to red and the pit stop countdown will begin. When the timer ends, the exit traffic light will switch to green and the driver may exit.

Kart Change Process:

- Once in the assigned lane, Driver must bring the kart to a complete stop before leaving the kart.
- A mechanic will transfer the number plates from the incoming kart to the front kart in line.
- Driver must take the front kart in the assigned lane.
- Driver is fully responsible for installing the required ballast in the kart. The organizer will not assist with ballast installation.

Pit Lane Regulations:

- Driver is fully responsible for installing the required ballast in the kart. The organizer will not assist with ballast installation.
- All Drivers must change karts every time they enter the pits.
- All karts must have their weights checked each time they pass through.

Pit Duration:

- The pit stop duration will be measured by the timer on the traffic light and will be the same for all drivers.
- The countdown will begin only after the button at the pit lane entry is pressed.

Mandatory Pit Stops:

Each driver will be required to have a certain amount of pit stops during the race and all pit entries will count towards the minimum pit stop count. The amount of pit stops is 1. If there is a technical stop this will be included as one of the mandatory pit stops.



Maximum Driver Stint Time:

Driving stints will be limited to 20 minutes. There are penalties for drivers exceeding Stint Time limits. The first stint time will commence when the driver crosses the START LINE and will end when the kart crosses the START LINE on the lap before entering the pit lane. For all subsequent stints, the time will be calculated from the START LINE until the kart crosses the START LINE again on the lap before entering the pit lane. The last stint will be timed from the START LINE to the START/FINISH line when receiving the Chequered flag.

2.4.2.7. AWARDS PRESENTATION

Trophies will be presented to the top 3 scoring drivers from across the races of the weekend.

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

2.4.2.8. Draw on Points

Should there be two competitors drawn on equal points, then the winner will be decided by the number of higher finishing's in either of the races. In the event there is still a draw, it will be decided as per the higher finishing in official Qualifying.

2.4.2.9. FAA CUP POINT SCORING

ONLY HOLDERS OF FAA OR FIA RACING LICENSES CAN PARTICIPATE IN FAA CUP POINT SCORING.

Each competitor will score points as specified above for each event they are registered for. However, the organizers will keep track of each competitor's finishing results during Qualifying and the races. The point system below will be awarded for each race result. These points will be calculated and will determine the top 3 drivers from for the Trophy Presentation in Junior Cup, Women Cup and Senior Cup.

Senior Cup season will consist of 4 sprint races and 6 strongman races. The best 3 results out of 4 sprint races and 5 best results out of 6 strongman races will count toward the championship standings.

Junior Cup season will consist of 7 sprint races. The best 6 results out of 7 sprint races will count toward the championship standings.

Women Cup season will consist of 3 sprint races. Results of all sprint races will count toward the championship standings.

Senior Cup Point Scoring				
Finishing Position	Points Awarded		Finishing Position	Points Awarded
1	1021		13	499
2	978		14	456
3	934		15	412



4	891		16	369
5	847		17	325
6	804		18	282
7	760		19	238
8	717		20	195
9	673		21	151
10	630		22	108
11	586		23	64
12	543		24	21
DNS (Did not Start)	0			
DNF (Did not finish)	0			
Disqualified	0			

Junior Cup and Women Cup Point Scoring				
Finishing Position	Points Awarded		Finishing Position	Points Awarded
1	1012		7	467
2	921		8	376
3	830		9	285
4	739		10	194
5	648		11	103
6	557		12	12
DNS (Did not Start)	0			
DNF (Did not finish)	0			
Disqualified	0			

2.4.2.10. SWS POINT SCORING

Points will be allocated as per the point scoring system defined by the SWS regulations.



2.5. GENERAL

Junior Cup, Women Cup and Senior Cup SPRINT races will be a Standing Start.
Senior Cup STRONGMAN races will be a Rolling Start in 1 row.

2.5.1. PRE-GRID

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

2.5.2. GRID POSITIONS

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

2.5.3. RACE START PROCEDURES

2.5.4. STANDING STARTS: The start line marshal will indicate the start with waving of the Armenian national flag or Armenian Automobile Federation flag.

2.5.5. JUMP START

A jump-start will be deemed to have occurred if a driver starts to move his/her kart before the start lights have gone out. Depending on the severity, a 3 to 10 second time penalty will be imposed by the Clerk of the Course on any competitor deemed to have jumped the start of the race. The penalty will be applied to the race result.

2.5.6. YELLOW FLAGS

In the event of an incident during the race (spun kart, accident between 2 or more karts, circuit safety features require repair, etc.) yellow flags will be shown at the marshal post prior to the incident. ALL drivers are to slow down, raise one arm to acknowledge the yellow flag and there is to be NO overtaking.

A green flag will be shown at the next SAFE marshal post, after which point drivers may resume racing. The penalty for failing to slow down under yellow flag conditions shall be a 5 second penalty OR up to 10 Grid Penalty. Overtaking under yellow flag conditions will result in Disqualification from the heat.

Any driver contravening this regulation will be awarded penalties according to **Reg 5. Penalties**

Overtaking under a yellow flag or full course yellow flag: Yellow flag conditions start from the Point at which the flag is being waved, ie Marshal post or where a marshal/official is standing whilst waving the yellow flag, you must have completed your overtake and be in front of the kart your overtaking, before the yellow flag is being waved.



Should the overtake have taken place after the Marshal Post, a penalty will be applied.

Once passing the Marshal Post, the driver can only start overtaking once passing a 'Green' flag or passing another manned marshal post not waving the yellow

2.5.7. RACE STOPPAGE – RED FLAGS

Should a race be stopped by the display of red flags, ALL drivers must IMMEDIATELY slow down and return to the start line and form a single line of karts, as indicated by the marshal. The following procedures shall apply:

- a. If less than 50% race distance has been completed by the leader, the race will either be re-run in its entirety or abandoned in which case the result becomes null and void.
- b. If 50% race distance or more has been completed by the leader; the race will be deemed to have ended. The race result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only vehicles that are under their own power and crossed the finish line at the showing of the Red Flag will be classified.

2.5.8. RACE FINISH

The leading kart will take the Chequered flag, followed by all other karts in the race. After receiving the Chequered flag all karts must slow down and proceed directly to the pit lane. No overtakes allowed after the Chequered flag.

2.5.9. LAPPED DRIVER TO RETURN TO THE PITS FLAG (BLUE FLAG WITH RED SALTIRE)

Should a Lapped driver be shown the Blue Flag with Red saltire, they are to return to the pits at the next opportunity. This flag will be shown at the Start line with a kart number and can also be given to a driver at any part of the track by an official/marshal. The drivers receiving this must return to the pit lane immediately.

3. RACE CRAFT & SPORTING CONDUCT (ALL CATEGORIES)

3.1. RACE CRAFT

The SWS is a leisure karting race series designed to encourage new and experienced kart drivers to participate in a fun series with a global audience. It is expected that there will be varying levels of experience at each race event. Therefore, more experienced drivers are required to set an example to less experienced drivers i.e. A quicker driver will race around a slower driver, not force them out of the way through contact.

3.2. SPORTING CONDUCT

Karting is a non-contact motor sport. However, accidental contact does occur and will be accepted by the organizer. Deliberate contact or sporting conduct infringements will not be tolerated.

The following actions will be penalized, as per the Penalties Section (Section 5) of these regulations.

3.2.1 CONTACT - NO ADVANTAGE GAINED



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

3.2.2. CONTACT - ADVANTAGE GAINED

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

3.2.3.1. WHITE LINE INFRINGEMENTS

The white lines of the circuit define the limits of the track. Any competitor who runs their kart outside of these lines is deemed as gaining an advantage. On the first offence the driver will be shown a warning flag by the start line marshal. Repeat offenders will be penalised as per the Penalties Section (Section 5) of these regulations.

FOR CLARITY: The Clerk of the Course will deem 2 wheels over the white lines acceptable

3.2.3.2. YELLOW ZONE INFRINGEMENTS

On various parts of the circuit, there will be certain Corners & Kerbs with Yellow Tyres placed on them. On these corners, any drivers hitting these **Yellow Zone Tyres** will be penalised as per Penalty Chart shown in **Regulation 5**.

3.2.4. DANGEROUS DRIVING

Any dangerous driving conduct will be severely penalized. Dangerous driving is defined as, but not limited to, any of the following or variants of and will be penalized as per the Penalties Section (Section 5) of these regulations:

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

3.2.5. OVERTAKING/DEFENDING

Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other drivers such as premature or dangerous changes of direction, more than one change of direction, weaving on a straight or deliberate crowding of karts towards the inside or the outside of a curve (or straight), are strictly prohibited. Such offences shall be penalised, according to the significance (and/or repetition of the offences) by penalties ranging from a fine to exclusion from the race. In general, ONE move across the track in defence of a position between any two corners is acceptable if this move is not erratic.



3.2.6. CODE OF CONDUCT

Karting is designed to be a fun sport and a community building activity. Any competitor, their parent or guardian, or any individual associated with a competitor, who acts/behaves in a manner contrary to the following will result in penalization for that driver:

- All participants must play by the rules and respect all race officials and their decisions.
- All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- All participants must take responsibility for their actions always.
- It is the responsibility of each competitor to ensure that their family, friends and associated parties are aware that their actions will result in penalisation for the driver.
- Any disputes between participants should be resolved in a respectful and courteous manner. If this is perceived not possible, the matter should be brought before the Clerk of the Course or the organizer to mediate a resolution.
- Drugs and alcohol are strictly prohibited at all events. Consumption of such substances before or during a race event will result in the competitor being excluded and face further disciplinary action.
- Abusive comments on any social media platform (Facebook, Twitter, etc.) or public forum are completely forbidden. Competitors and their associates are strongly advised to guard against participating in contentious, divisive or damaging conversations, either verbally or via these means.
- All participants must obey Officials' instructions.
- Abuse of Officials or fellow Competitors will not be tolerated.

For further details, please refer to the **National Motorsport Code of Conduct of the Republic of Armenia** [PDF code_of_conduct.pdf](#)

4. CLASSES AND ELIGIBILITY

4.1. AGE CRITERIA/LIMITS

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

Junior Cup – Age 7 to 14

Senior Cup – Age 15 and up

*Drivers Aged 13 and 14 years who have a Valid FIA or FAA competition license and their weight is 55 kg (allowed to use personal weight ballast to reach min weight 55 kg), can participate in Senior SWS events - however aren't eligible for scoring SWS Points. Only drivers 15 yrs and above can score Senior points.

4.2. WEIGHT LIMIT

Junior Cup – 50 kg

Senior Cup – 85 kg

Participants must meet the above minimum weight limit criteria, for each of their respective categories.



The driver's weights will be checked prior to the Drivers Briefing and can be checked at any time thereafter during the race event. Any driver found to be underweight will be penalised as per the Penalties Section (Section 5) of these regulations.

4.2.1. Junior Cup drivers who fall below the minimum weight of 45 kg will only have to carry a maximum of 15 kg in their kart's weight box. IF a driver weighs 30 kg in his full kit, on the grounds of safety, the driver will only have to add 15 kg of weight ballast.

4.2.2. Weighted vest or lead weights of any kind cannot be worn at weigh-in to increase the declared weight at weigh in.

4.3. KART BALLAST WEIGHTS (ALL CLASSES)

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

Blue = 10 Kg

Red = 5 Kg

Yellow = 2.5 Kg

The driver is responsible for ensuring that they have the correct amount of ballast in each kart they use during the event at all times. The driver is ALSO responsible for ensuring that they remove the ballast weights from the kart if they don't require it.

Drivers are not to remove any weights from their karts (i.e. at the end of qualifying or the races etc.), until their kart weights have been checked by officials and they have been given permission to. Any driver not complying with this regulation will be penalised as per the Penalties Section (Section 5) of these regulations.

4.4. WEIGHING SCALES

The official weighing scales will be situated at the pit lane entrance and are classed as a Judge of Fact. Officials can check any driver's weight at any moment during the race event.

4.5. KART NUMBERS

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

4.6. KARTS

4.6.1. KART SPECIFICATIONS & TECHNICAL RULES

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

Junior Cup - Sodikart RT8 390cc 13 HP engines supplied by **Noor Racing**.

Women Cup - Sodikart RT8 390cc 13 HP engines supplied by **Noor Racing**.

Senior Cup - Sodikart RT8 390cc 13 HP engines supplied by **Noor Racing**.



NO modification or mechanical intervention will be allowed to the karts. Any participant, or associated individuals, found to have breached this regulation will result in the penalisation of the driver as per the Penalties Section (Section 5) of these regulations.

4.6.2. REPLACEMENT KARTS

Participants will be allocated their karts in accordance with Section 2.4 of these regulations. A driver will be provided with a replacement kart in the event of a genuine mechanical failure not attributable to misuse of the kart.

Karts will NOT be replaced if damage is caused because of deliberate contact between karts or because of the kart being misused by the driver

4.7. MECHANICAL BREAKDOWNS

All karts participating in the event will undergo thorough checks prior to each race. While mechanical failures can occur unpredictably, it is an inherent risk in motorsport. In the event of a kart breakdown during a race, a spare kart will be made available for immediate use. Please note that no refunds or credits will be provided for technical issues or kart breakdowns.

5. PENALTIES

The following penalties will be applied by the Clerk of the Course or the Organizers in the event of a specified infringement of these regulations:

#	Infringement	Penalty
1	Late for Drivers Briefing	10-place Starting Grid Penalty for Race
2	Missing the Drivers Briefing	Organizers can revoke the entry OR impose a Starting Grid Penalty by sending the driver to the back of the grid for the race
3	Jump Start Jump Start Advantage Gained Formation Lap – Taking a Short Cut Formation Lap – Overtaking	3 second penalty 10 second penalty Race Exclusion up to 5 positions penalty
4	Yellow Flag – Not slowing down when shown the yellow flag During Qualifying or During Race Overtaking Under Yellow Flag	5 second penalty OR up to 10 Grid Penalty
5	Speeding in Pitlane Warming Tyres by swerving in Pitlane	5 Place Grid Penalty 5 Place Grid Penalty
6	White Line Infringements - crossing white lines with more than 2 wheels	During Qualifying: Fastest Lap/Laps deleted During Race: 5 seconds added to race time

7	Yellow Zone infringements – During Qualifying Yellow Zone infringements – During Race	Fastest Lap/Laps deleted 5 seconds added to race time
8	Bumping / Contact - No Advantage Gained Bumping / Contact - Advantage Gained Bumping / Contact - Advantage Gained during Lap 1	Warning Flag OR up to 5 second penalty 10 second penalty OR up to 10 places reduction for that race. (clerk of the course's discretion) Up to 10 places reduction OR exclusion from the race or event
9	Dangerous & Wreckless Driving causing a collision/incident	Exclusion from the race or event (clerk of the course's discretion)
10	Ignoring a Red Flag / Mechanical Failure flag more than 2 Laps	Exclusion from Qualifying / race
11	Driver not obeying Blue Flag more than twice	Exclusion from the Race
12	Breach of Code of Conduct – Unsportsmanlike behaviour	Exclusion from the event
13	Driver Underweight in Qualifying Drivers removing weights from karts without officials permission	0.3s penalty for each 2.5 kg of underweight Exclusion from Qualifying
14	Using Radio communication by Driver	Exclusion from Qualifying / Race (Clerk of the Course's discretion)
15	Tampering/Modifying Kart	Exclusion from the event
16	Pit Lane Speeding/Dangerous Driving in Pit Lane	5 second penalty OR up to 5 Grid Penalty
17	Rejoining the track in an unsafe manner at Pit Exit Unsafe rejoining the track during	5 second penalty OR up to 5 Grid Penalty
18	Squeezing or crowding another driver	5 second penalty OR up to 5 Grid Penalty
19	Excessive Weaving or blocking to defend a position	5 second penalty OR up to 5 Grid Penalty
20	Driver not having their suit or helmet correctly zipped up/strapped Driver using a tinted Visor after Sunset	Technical Flag during the race
21	Offensive Language, accusations verbal or written, or through any form of media; or any such	Exclusion from Event or Championship at the discretion of the Organizer

	behaviour deemed to be bringing the Series or sport into disrepute	
22	Any gesture towards Official or other Driver during race	Warning Flag OR up to 5 second penalty
23	Pit Stop Infringements • Exiting the pit lane under a red light • Entering the pit lane under a red light • Not complying with kart rotation system	1 Lap deducted by the timekeeper 2 Laps deducted by the timekeeper 1 Lap deducted by the Timekeeper
24	Driver found Underweight during the Race: Up to 3 kg 3.1 to 5 kg 5.1 to 10 kg 10.1 to 15 kg 15.1 kg to 20 kg 20.1 kg & above During Race: Driver found drinking fluids in KART CHANGE AREA Adding weights to karts before weight check area	10 second penalty 20 second penalty 30 seconds penalty 45 seconds penalty 1 Lap deducted by the timekeeper 2 Laps deducted by the timekeeper 1 Lap deducted by the timekeeper 5 Laps deducted by the timekeeper
25	Not complying to Driver stint time Limit: Up to 2 minutes over Up to 5 minutes over Up to 10 minutes over	10 seconds penalty 30 seconds penalty 1 Lap deducted by the timekeeper

All penalties will be applied firmly yet fairly to all participants; the Clerk of the Course will investigate potential infringements with officials and drivers before application of penalties to the results. There will be no protests.

The driver may ask the penalty marshal what the penalty was incurred for but may not argue or negotiate with the marshal about the penalty.

5.1. APPEALS

The cost of filing an appeal is 20000 AMD, which will be refunded only if the appeal is upheld. The appeal and payment must be submitted within 30 minutes after the end of the race to the email: kryloffrodion@gmail.com

6. SAFETY EQUIPMENT



On the grounds of safety, always when they are driving the kart, drivers must be equipped with (a) A cloth fully covering the arms and legs. Cotton overalls or CIK approved race suits are preferred.

- a. A pair of overalls that fully cover the arms and legs. Cotton overalls or CIK approved race suits.
- b. A pair of gloves.
- c. Clear Visors or Yellow Night Visors are only permitted after Sunset (**Tinted not permitted after sunset**)
- d. A pair of shoes that fully cover your feet.
- e. A neck support collar is 'advisable'.
- f. A rib protector is 'advisable'.
- g. It is a requirement that a clear visor to be worn after sunset or as instructed by the Organizers.
- h. A full-face helmet, as a minimum to a standard suitable for use on public roads.

7. REGULATORY AMENDMENTS

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

In case of disputable situations not covered by the regulations, the race director may make a decision at his discretion.

8. ADVERTISING ON KARTS, OVERALLS AND HELMETS

Competitors will not be allowed to place their own sponsors branding on the kart without the express permission of the organizers and should not be advertising other venues on their visors.

It is a MANDATORY that all competitors are wearing a Noor Racing Visor strip. Drivers in breach of this may be prevented from entering the track or given a Technical Flag during the event.

9. ACTION CAMERAS AND LAPTIMERS

Driver can use action camera and/or lap timer during the qualification and the race. The footage cannot be used as a submission of evidence against another driver and or to dispute an official decision. Organizer is not responsible for the items. If an object is knocked over from the court, which led to the use of a red flag or an unusual situation for other pilots, the organizer will apply a penalty depending on the consequences that have arisen.

10. RADIO COMMUNICATION

Radio communication between drivers or driver to Pit, is not permitted at anytime.

11. IMPORTANT NOTES:

- To be selected for the **Junior Cup** SWS World Finals, drivers must be **11 years of age and over**. Should the outright winner not meet the required minimum age, then the highest placed drivers from the season, who are 11 years and over, will be selected for the SWS World Finals.



- To be selected for the **Senior Cup** SWS World Finals, drivers must be **15 years** of age and over. Should the outright winner not meet the required minimum age, then the highest placed drivers from the season, who are 15 years and over, will be selected for the SWS World Finals.

12. SWS CANCELLATION AND RESCHEDULING POLICY

12.1. Cancellation Policy:

- Clients can receive a full refund of any advance payment if they cancel their booking more than **2 working days** prior to the event, with an admin fee of **8000 AMD** deducted.
- Clients can cancel their booking in less than **7 working days** before the event.
- No refunds will be provided if cancellation requests are made within **2 working days** before the event.
- Refunds for cancellations will be processed after deducting any applicable admin fees.

* In case of cancellation due to sickness, organizers must be informed at least 2 hours before the event registration begins, and a doctor's certificate must be provided within 2 days.

FAA President
Arsen Manukyan



19 January 2026