

REF 160906

COMPETITOR INFORMATION – KART OWNER SESSIONS AT AL AIN RACEWAY

Dear Competitor/Entrant,

Below are some rules concerning procedures and general conduct for kart owners and team crews at Al Ain Raceway ahead of the 2016-17 UAE motorsport season.

It is recommended that competitors contact the venue in advance to check circuit availability, noting that scheduled sessions are provisional and subject to change at short notice.

Driver/ Pusher Registration

1. Drivers must **sign on** before accessing the circuit. This must be done at the circuit reception and applies for each visit, regardless of membership status. Drivers under 18 years of age must be accompanied by a parent or legal guardian who will be required to countersign the registration form. Upon completion the driver will be issued with a wrist band.
2. Each driver wishing to gain access to the circuit must complete the registration procedure. Failure to **display your wristband** will result in you being denied access to the circuit.
3. Payment (as applicable) should be made at the time of registration. A **single dated sticker** receipt will be handed over as proof of payment. This must be **affixed to the Nassau panel** of the kart. Karts not displaying this sticker will be denied access to the circuit.
4. **Team members** wishing to **access the circuit** for any reason during live practice sessions will first be required to **complete a waiver** at the main reception. They will be assigned a **hi-viz vest** and will be permitted access to the circuit after **formal instruction** from a member of the track team. Such individuals will be expected to remain at all times away from the circuit edge and behind safety barriers. Breach of this rule will lead to permanent removal from the circuit.
5. A semi-public area of restricted access is frequently in use within the Pit Lane, primarily for kart storage members of the circuit. Only Al Ain Raceway team members and authorised personnel are permitted within this area BUT the **Pit Lane** itself is a **prohibited area**. Drivers, parents and mechanics are forbidden from wandering into or across this live area. Viewing/timing may be carried out from the enclosed areas provided.

Pre-Grid/ Paddock Areas

1. **Karts may ONLY be driven in the Pit Lane, Race Circuit and Pre-Grid**. Karts are to be pushed to and from the track access areas with engines off. The paddock area is a public zone with pedestrians on foot as well as cars/trucks maneuvering so extra care and consideration must be given in this area.
2. **Driving** along the **Pit Lane** and **Pre-Grid** should be at **walking pace** and always in the **correct** prescribed **direction!** Karts may only be driven on the grid when the access gate onto the circuit is opened.
3. It is important to **keep the paddock area and venue clean and tidy**. It is not allowed to drop litter other than into the bins provided. If a bin is not within easy reach it is expected that you will collect all rubbish and dispose of it appropriately. Drivers and team personnel must exercise care when using fuels, oils and lubricants to avoid damage to the asphalt surface. **Floor mats are mandatory** and should cover an area at least the same size as the kart itself.



4. It is **forbidden to disrupt** the **paddock, car park** or **venue** ground surfaces in any way **by marking, drilling, staining, etc.** Any requests to secure temporary or semi-permanent structures must be made to the circuit management, whose express instructions must be followed
5. Teams with **vehicle tail** lifts must ensure that the **lift platform** does **not pose a safety hazard** to paddock users – i.e. the lift should be completely up and flat against the vehicle body or completely down at ground level. Tail lifts left partially/fully raised and extended (protruding) present a significant danger to passers-by. This risk must be eliminated.
6. **Karts** may only be **started** in the **paddock** and **Pre-Grid** area for basic engine function tests and must not remain running for long periods. **10 seconds** is sufficient. Any **karts started on trolleys must be in full 'race' condition** – with complete bodywork, clutch drum, chain guard, etc. Care should be taken that third parties are not permitted to come close to the kart and its moving components during this time.

Track Access/Egress

1. Once released from the Pre-Grid gate, drivers may **join the track only when it is safe to do so.** It is dangerous to pull onto the circuit or racing line in front of another kart which is already travelling at speed. Access onto the circuit should be steady and controlled and drivers should approach racing speed before pulling onto the racing line so as not to impede other drivers.
2. Drivers should clearly indicate their intention to leave the circuit in advance of the Pit Lane entrance by **raising one arm and pulling off the racing line before entering the Pit Lane** at a reduced speed. It is dangerous and therefore unacceptable to suddenly change direction or traverse a large part or all of the circuit width in order to reach the Pit Lane.
3. After exiting the track at the end of a session it is possible that you will encounter a stationary queue of drivers at the end of the Pit Lane before you reach the paddock area. It is **forbidden to continue driving (weaving) past other karts to reach the paddock area quickly.** Instead, you must turn your engine off and, while respecting the rights of the other drivers, push your kart towards the paddock.
4. It is **forbidden to carry out any work and/or set-up on the kart in the Pit Lane or Pre-grid** area with the exception of tyre pressures. Anyone wishing to carry out any mechanical work on the kart must do so in the paddock area.

Track Rules - General

1. Any drivers either unfamiliar with Al Ain Raceway or visiting the venue for the first time must undergo a **briefing from a senior staff member before driving.**
2. Whilst on circuit drivers must **obey all flag signals and other directions** given by marshals or members of the Al Ain Raceway Team. Any drivers who are unsure of flags meanings must be briefed by a senior staff member. Failure to abide by these fundamental safety rules will result in the offenders being removed from the circuit.
3. Whilst on and off circuit drivers and **team members must follow all reasonable instructions given by members of the Al Ain Raceway Team.** It should be remembered that these individuals are carrying out their assigned duties and so should be treated with respect. Any abuse shown towards such ones will not be tolerated under any circumstances and offenders may be required to leave the facility permanently along with all members of their team.
4. **Practice sessions** will be **scheduled by** the **circuit administration** according to the number of drivers and classes present. Adjustments to these sessions will be made at the discretion of the Race Director according to relevant criteria. Where possible, Al Ain Raceway will advise drivers and teams of any adjustments to the schedule through PA announcements and written notices.
5. **In the event of a spin drivers should apply the brake and raise an arm** to enable them to be seen more easily by approaching karts – and therefore avoided! Once it is safe to do so the driver should accelerate away carefully while off the racing line so as **not to impede other drivers.**



6. In case an off-track excursion leaves a **kart stranded** on or just off the circuit, the driver should **exit the kart when** it is **safe** to do so and attempt to **push** it back onto the circuit in a **safe place** before continuing, all the while keeping in mind the position and proximity of oncoming karts. Bambino drivers and those who may be physically unable to move the kart safely should remain in the kart with an arm raised to request outside assistance.
7. Drivers suffering from a **mechanical fault** on circuit should attempt to **drive** the kart to a **place of relative safety**. If the fault prevents a safe place from being reached the driver should exit the kart when it is safe to do so and push it to the safest possible position before removing him/herself from harm's way – normally behind the barriers or inside a marshal post. Recovery will be organised by the track team. Drivers should keep all safety wear on unless instructed to remove it by a marshal. No repairs are to be made on circuit under any circumstances.
8. Drivers use the circuit at their own risk and are expected to **drive with complete awareness** at all times, giving **due consideration to the number and types of karts on track**. Any incidents will be dealt with by the track team operating under the Race Director. Any issues arising from on-track incidents must be reported to the Race Director in a calm and respectful manner.
9. **Drivers must** at all times **wear** the **correct safety equipment**. Ideally a race helmet meeting national championship specifications should be worn. However, it is permitted to use a full face helmet equipped with visor. Helmet straps must be adjusted correctly and fastened securely. Only clear visors are permitted from dusk onwards. Race suits should be in good condition and worn as intended – zipped up fully with collar fastened (sleeves/legs not rolled up). Gloves must cover hands, wrists and fingers and appropriate footwear must be worn. Race boots are recommended but comfortable sports shoes are permissible, preferably with ankle protection.
10. **Karts** must be **complete** and **meet national championship regulations** in terms of safety, incorporating full bodywork systems with the correct bumpers and fairings. Full chain guards are mandatory for chain-driven classes. All karts must clearly display race numbers on all four sides and categories must be correctly identified by the range of numbers specified in the Championship regulations (numbers are assigned by UAE RMC organisers, duplicates are not permitted).
11. **Driver coaches** will be **permitted to drive** karts on circuit during certain public sessions at the **sole discretion of the Race Director**. During official/restricted testing sessions, coach participation will only be considered when driving the exact specification of kart/engine class determined for that session. For example, if the session is restricted to Micro MAX only, a driver coach can only use a Micro MAX spec chassis/engine combination. A Micro MAX engine on a MAX chassis is not permissible. Neither is a Micro MAX chassis with a Mini MAX engine.
12. For the safety of all concerned, **domestic pets** are **not permitted** within the confines of the paddock area and building during the hours of live track operation.
13. It is **forbidden to use** motorbikes, scooters or any other **motorised devices** in the Paddock. This also applies to skateboards, **bikes/scooters, segways**, wheelbarrows, pogo-sticks and other such equipment by extension. Space hoppers are permitted.

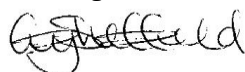
Adhering closely to the above rules will enable practice sessions to run safely and smoothly while being more enjoyable for everyone involved.

Please remember that **all motorsport is dangerous**. All participants are present at their own risk and everyone involved should understand this risk and respect that the implementation of these basic rules is for the improved safety of everyone involved.

If you have any questions, if you feel that any points have been left out or if you can identify any areas that can be improved then please raise them with the Duty Manager.

We take this opportunity to thank you for your kind cooperation and for supporting Al Ain Raceway.

Kind regards,



Guy Sheffield
Al Ain Raceway

