



# Al Ain Raceway



## ROTAX®



## GULF KARTING ENDURANCE CHAMPIONSHIP 2018-19

ALSO FEATURING  
THE MENA ENDURANCE CUP 2018

POWERED BY **RD1** <sup>ELITE</sup>

OFFICIAL SERIES REGULATIONS  
01 JULY 2018

### 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 EVENT INFORMATION

The Series and its events shall be run in accordance with operational guidelines put in place by Al Ain Raceway and Muscat Speedway who operate as affiliates of ATCUAE and OAA. These regulations should be read in conjunction with the Supplementary Regulations of each Event of the Series.

All the parties concerned (Al Ain Raceway, Muscat Speedway, Entrants, team members and drivers) undertake to apply and observe the rules governing these race events. ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

#### 1.1 ORGANISERS/PROMOTERS

Al Ain Raceway  
P.O. Box 85393, Al Ain, UAE  
Phone: +971 (0) 3 768 6662  
Fax: +971 (0) 3 768 8477  
E-mail: [admin@alainraceway.com](mailto:admin@alainraceway.com)  
Web: [www.alainraceway.com](http://www.alainraceway.com)

Muscat Speedway  
C/O Oman Automobile Association  
P.O. Box 2874, Postal Code 111  
CPO Seeb, Sultanate of Oman  
Phone: +968 2451 0239  
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@ [sales@alainraceway.com](mailto:sales@alainraceway.com)

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## 1.2 – DATES / EVENTS

ROUND 1 *	02-03 NOV 2018	12HR RACE	MUSCAT SPEEDWAY
ROUND 2	06-08 DEC 2018	24HR RACE	AL AIN RACEWAY
ROUND 3	01-02 FEB 2019	12HR RACE	MUSCAT SPEEDWAY
ROUND 4	15-16 MAR 2019	12HR RACE	AL AIN RACEWAY

**\* ALSO MENA ENDURANCE CUP 2018**

## 1.3 – PROVISIONAL INFORMATION OF EACH EVENT

The official time schedule for each event will be announced to all registered teams prior to each event. The organisers reserve the right to alter the time schedule at any time. Confirmed entrants will be immediately notified of any necessary amendments. Additional information will be available in the Supplementary Regulations for each Event. Please note that each 12 hour race will follow a 2 day format from Friday to Saturday while the 24 hour race will take place over 3 days from Thursday evening to Saturday.

## 1.4 - ENTRIES

### 1.4.1 – How to enter:

A completed Team Entry Form (noting Team name, Team Captain and Driver names) complete with full payment should be made to Al Ain Raceway using the details given in 1.1 and 1.4.6. Please note that Muscat Speedway can also accept Entry and payment. It is a condition of entry to read, understand and comply with the Event Regulations.

### 1.4.2 - Deadlines:

As per articles 1.2, 1.3, the Supplementary Regulations and Schedule of each event, a correctly completed Entry Form should be received at least 14 days **before** the race Event start date. The Organisers reserve the right to refuse entries submitted after this deadline.

### 1.4.3 - Receipt:

Any entry not accompanied by the total fees shall be null and void (see 1.4.5).

### 1.4.4 - Restriction:

A maximum number of teams apply. Entry will be accepted on a first come first served basis in the order of receipt of the entries. The organisers reserve the right to refuse or suspend registration of any Team or individual.

### 1.4.5 – Fees:

All entry registrations are subject to availability and according to the below payment structure:

#### **OPTION 1 – PREPAID ENTRY FOR 4 ROUND SERIES - SAVE NEARLY AED 11,000!**

**EARLY BIRD – AED 32,950 25% OFF (SAVING AED 10,800)**

Deadline for Early Bird payment Friday 31<sup>ST</sup> August 2018

**ADVANCE - AED 37,200 15% OFF (SAVING AED 6,550)**

Deadline for Advance payment Friday 05<sup>th</sup> October 2018

All payments are non-transferable and non-refundable.

#### **OPTION 2 – ROUND ADVANCE**

12HR AED 8000 **SAVING AED 950 (10%)**

24HR AED 15200 **SAVING AED 1700 (10%)**

Payment must be received at least 2 months before event date

All payments are non-transferable and non-refundable

#### **OPTION 3 – PAY AS YOU GO (PER EVENT STANDARD)**

ROUND 1 *	12HR RACE	MUSCAT SPEEDWAY	AED 8,950
ROUND 2	24HR RACE	AL AIN RACEWAY	AED 16,900
ROUND 3	12HR RACE	MUSCAT SPEEDWAY	AED 8,950
ROUND 4	12HR RACE	AL AIN RACEWAY	AED 8,950

**\* ALSO MENA ENDURANCE CUP 2018 – ENTRY FEES SPECIFIC TO MENA ASNs**

Payment for each Event should be made in full at least 2 weeks before the Event start date.

Payments received after this time, if accepted, may be subject to an administration charge.

All payments are non-transferable and non-refundable.

#### 1.4.6 – Payments:

Payments should be made (in full according to 1.4.2, 1.4.3 and 1.4.5) in person by cash, cheque or debit/credit card, or by direct transfer to:

Account Name	Al Ain Raceway
Bank Name	Abu Dhabi Islamic Bank
Bank Address	AL BATEEN Br, Abu Dhabi, U.A.E
Account Number	1-291975-2
IBAN #	AE-13-050-0000 0000 12919752
BIC/SWIFT CODE	ABDIAEAD

#### 1.5 – LICENCE AND AGE REQUIREMENTS:

Drivers must be at least 16 years of age.

Drivers do not require a CIK competition licence to take part in the GKEC Series. However, given the high performance characteristics of the RD1 ELITE karts, participants must be assessed as to their competence and suitability to (1) test the RD1 Elite karts, and (2) compete at organised race events.

Typically, a minimum of 10 sessions of Arrive & Drive must be completed in standard rental karts with emphasis on kart control, awareness, obedience and understanding of flag and circuit rules, and also the ability to lap quickly and consistently without posing a danger to other drivers or officials. Drivers must be assessed during these sessions by authorised personnel from Al Ain Raceway or Muscat Speedway.

Exceptions will be considered by the series organisers for drivers who do not meet the above criteria. Such ones must indisputably prove a high level of experience and/or qualification through an AARKC approved organising body AND meet minimum height and weight restrictions as imposed by the series organisers. This is at the sole discretion of the organisers with each application judged on its own merits.

All participants accept that any decision to allow a Driver to compete does not set a precedent for future applications.

*For all teams entering the MENA Endurance Cup (by nation), AT LEAST 50% of the team must comprise drivers who are native of the country being represented.*

## 2 – EVENT FORMAT

Each Event within the GKEC 2018-19 consists of:

- Team Arrival and Registration
- Formal Welcome
- Driver and Team Briefings
- RD1 ELITE Kart orientation
- Non-Qualifying Practice
- RD1 ELITE Kart allocation draw and handover
- Qualifying
- Endurance Race
- Awards presentation
- Official After Party

### 2.1 – REGISTRATION

Driver registration will commence at the beginning of the Event at the time stipulated in the official timetable. Each driver is required to complete and sign a Registration Form. Team Captains must ensure that every member of the team signs in promptly. Acceptance of registration by the organisers is deemed to be acceptance of, and agreement to, the rules and regulations by the competitors.

### 2.2 – FORMAL WELCOME

In acknowledgement of all Teams taking part and in keeping with the sporting spirit of the series, a short ceremony will formally introduce and welcome all participants in the presence of one another. Some light refreshments will be laid on by the host venue.

### 2.3 – DRIVER/TEAM BRIEFINGS

The Driver's Briefing is conducted by the Race Director and is compulsory for all GKEC competitors (regardless of experience). Additional Team Personnel are also expected to attend. This is compulsory for each round of the series.

It is the responsibility of the Team Captain to ensure that all team Drivers are present.



The aim of the Briefing is to remind Drivers and Team members of points concerning safety and organisation, whether general or specific, and to provide clarification concerning the interpretation of the regulations.

An additional Team Briefing may be held at the discretion of the Race Director to address specific issues/questions. It is important that information from this meeting is disseminated to other Team members by the Team Captain.

#### 2.4 – RD1 ELITE KART ORIENTATION

The RD1 ELITE Kart is a unique endurance concept combining high performance with durability and consistency. An orientation session will take place for Teams/Drivers at their first GKEC Event. This will cover basics like how to adjust seat/pedal position, how to add ballast weights, etc. as well as more technical instruction involving the parameters displayed on the on-board data logger, plus tips on how to draw the best out of the kart in terms of performance and endurance in racing conditions.

#### 2.5 – NON-QUALIFYING PRACTICE

The exact length of this session will be stipulated in the official timetable but will not be less than 60 minutes. This session provides an opportunity for each team member to drive the circuit in their assigned race kart before the race starts.

**Team Captains must ensure that all registered drivers take part in the practice session.** Any team member failing to participate in the practice session will not be permitted to take part in the race.

The minimum weight does not apply during this non-competitive session but Teams are encouraged to practice at their 'racing weight' to best simulate race conditions.

No single driver may exceed 60 minutes of continuous driving during this session.

#### 2.6 – RD1 ELITE KART ALLOCATION DRAW

Ahead of Qualifying, each team will be allocated a kart by means of a public draw. This kart will be used by the team for the whole Qualifying session.

Kart allocation for the **start** of the Endurance Race will be determined by the results of Qualifying. Karts will be 'reversed' according to the official Qualifying classification such that Pole Position will exchange karts with the team qualifying in last place. 2<sup>nd</sup> place will swap with 2<sup>nd</sup>-to-last and so on. Teams must start the race with the specific kart determined by this method. No exceptions will be considered without an accompanying penalty.

#### 2.7 – QUALIFYING

Following the practice session, a single driver will be nominated to represent the team for a 10 minute Qualifying shoot-out. Team drivers will have 10 minutes in which to set their quickest possible lap. Minimum weight applies from the start of this competitive session until the end of the race.

The results of Qualifying will determine the starting positions for the ENDURANCE RACE in terms of best lap time classification.

In the case of 2 or more teams achieving identical best lap times, the second best lap time set by each team during Qualifying will be reviewed in order to determine priority, and so on.

#### 2.8 – ENDURANCE RACE

All RD1 ELITE Karts will be refuelled after Qualifying and placed on the starting grid in qualifying order in preparation for the race start (see Articles 2.6 and 2.7) while teams select their start drivers.

The race start procedure will be explained during the Driver's Briefing. A single file 'rolling' start is the most common but 'Le Mans' and 'standing' starts are also options (see also 3.10). The race will start under an official signal (lights or flag as indicated by the Race Director in the Briefing) and will be ended by the display of the chequered flag to the race leader at the completion of the race.

The race will be run over a fixed period (12 or 24 hours) and the final result will be based on the total number of laps completed within that period.

The Team completing the largest amount of laps during this period will be declared the overall winners.

All teams crossing the start/finish line behind the lead kart will be deemed to have finished the race regardless of the number of laps completed. Teams completing the same number of laps will be classified in the order in which they cross the finish line.

## 2.9 – AWARD PRESENTATION

Trophies will be presented to the top teams in each class according to the official finishing positions in the race. Trophies will be awarded to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> positions overall. Spot prizes may be issued at the discretion of the organisers. Everyone is encouraged to stay for the presentation.

## 2.10 – AFTER PARTY

The organisers in partnership with the host venue will determine a suitable location for an official 'After Party'. The concept is to bring all parties together in a relaxed environment after the intense competition of the race in order to enjoy some pleasant association with friends and rivals alike. While attendance is optional (according to individual circumstances), all are encouraged to attend in order to promote a healthy, sporting atmosphere between all GKEC stakeholders and a spirit of cooperation between Teams from different parts of the GCC and beyond.

## 3 – GENERAL PROCEDURES AND INFORMATION

### 3.1 – NUMBER OF DRIVERS PER TEAM

**For both 12hr and 24hr events, the minimum number of drivers per team is 2.**

Although, given the demands of the RD1 Elite karts, it is recommended that at least 3 drivers share the driving for a 24hr race.

The **maximum** recommended number of drivers per team is **6 for 12hr events.**

The **maximum** recommended number of drivers per team is **10 for 24hr events.**

Exceptions to these limits will be considered at the discretion of the Event Organisers according to specific circumstances as presented by confirmed Teams.

Drivers may only race in 1 Team per race event unless otherwise agreed by the Race Director.

### 3.2 – ADDITIONAL TEAM PERSONNEL

Teams are responsible for their own race strategy and technical support and are encouraged to utilise additional personnel as necessary to cover these areas.

Any such personnel should also register with the Team in order to be permitted access into the Pit Lane and Technical Areas.

Any Team engaging a masseuse service during the race must make this service available to GKEC organising committee on an unconditional basis. Reciprocal favours [e.g. the adding of laps to the team total] will not be entertained in exchange for such provision, even if the masseuse is extremely 'qualified'.

### 3.3 – RD1 ELITE KART INFORMATION:

#### 3.3.1 – Kart Specification:

The GKEC will utilise a bespoke fleet of RD1 ELITE Karts. These karts have been specifically designed to cope with the rigours of high performance endurance kart racing in the Gulf region and are identically prepared.

The one-of-a-kind chassis, codenamed RD1 XR DD2, features adjustable pedals and adjustable seat while the powertrain utilises a water-cooled Rotax 125 MAX EVO hybrid engine with chainless drive, generating 24hp in unrestricted form.

The RD1 ELITE karts are fitted with steering-wheel-mounted MyChron 5 data-loggers which provide drivers with an up-to-date digital display of lap time, engine speed and water temperature.

#### 3.3.2 – Kart Rotation

In order to effectively maintain the performance of the RD1 ELITE Karts throughout the event, a kart rotation system is implemented whereby every incoming kart will undergo a visual and physical inspection before being cleared for a return to the circuit.

Before this is carried out, the incoming driver will remove timing transponder, number(s) and any ballast weight from the kart and will, with their team, manage getting these items to the outgoing driver zone where a new kart will be used for the next driver stint.

The organisation will oversee the maintenance/repair/fuelling schedule of all RD1 ELITE karts throughout the event.

Drivers are responsible for reporting any safety or performance concerns to the technical team immediately at the end of their stint. Engine performance/temperature/speed and lap time data is reviewed after each session to identify or verify any potential issues.

### 3.4 –WEIGHT

#### 3.4.1 – Minimum Weight:

At the time of writing these regulations the minimum weight of kart + driver is fixed at **223 kg** and teams must ensure that this minimum is met at all times throughout Qualifying and the Race itself.

The minimum weight will be formally announced at the Driver's Briefing and published on the official Notice Board and Teams are advised that any information delivered at the Driver's Briefing may supersede these regulations.

As a rule the minimum weight is based on a driver weight of approximately 85 kg in combination with a kart in race trim but without fuel.

This figure refers to the total weight of driver plus kart and equipment (including ballast weight as necessary) in racing condition AT THE END OF EACH DRIVER STINT.

#### 3.4.2 – Weight Checking Procedure:

A set of calibrated scales – the 'weighbridge' – will be in use throughout each event. These are located in the Pit Lane before the refueling/technical/driver change areas. It is compulsory for each driver to stop at the Stop Line, indicated by two cones, just before the weighbridge. Drivers not stopping will be subject to a penalty. A 'judge of fact' will be present at the weighbridge at all times during the event.

Drivers may then drive slowly onto the weigh bridge, stopping again when all 4 tyres are in contact with the flat platform. The driver must remain stationary while an official records the total weight of kart and driver. Once ready, the official will signal to the driver to continue along the Pit Lane.

If the display shows the kart to be less than the minimum weight, the figure will be noted down and referred to the Race Director for further action. If narrowly underweight, drivers will be allowed 2 attempts (roll on – roll off) to re-weigh as long as this does not impede another Team. Harassment of the weighbridge operator could lead to further penalties.

For absolute clarification, each team driver is required to stop on the weighing scales at the end of their individual stint. Penalties will apply to any team failing to meet their respective minimum weight during weighing (see 3.4.5).

#### 3.4.3 – Kart Ballast Weights:

The weighbridge will be available before practice. There will be one race spec kart present at the weighbridge for teams to determine exactly how much ballast weight is needed for each member of the team. It is advisable that such investigation is carried out in advance of practice as time will be very limited after this.

The dry weight of the complete RD1 ELITE kart without fuel is 138kg which gives an approximate weight for the driver (with race gear) as 85kg.

**Note: These figures are for guidance only. The minimum weight of kart + driver must be no less than 223kg at all times throughout the event unless an alternative weight is stipulated in the Driver's Briefing.**

Drivers failing to reach the minimum weight will be required to carry ballast weights which are available from the race organisation.

Each kart has the capacity to carry up to 30kg of removable ballast weights in 5kg increments.

The weight denominations are 15kg (black), 10kg (red) and 5kg (yellow).

Each team is responsible for monitoring and installing ballast weights according to their individual driver weights and stints. These ballast weights must be returned to their original place by the incoming driver (or a fellow Team member) at the end of each stint. Failure to do so could result in a penalty.

It is the responsibility of the team member(s) to install/remove ballast weights correctly and safely, taking care not to damage elements of the cooling system and electric start (both of which are closely located to the weight box).

IT IS ABSOLUTELY FORBIDDEN FOR ANY DRIVER TO CARRY WEIGHTS OTHER THAN THOSE MENTIONED SPECIFICALLY ABOVE. LOOSE WEIGHTS CARRIED IN POCKETS OR TAPED TO LIMBS ARE **UNSAFE**. ANYONE INTENDING USING A 'CAMELBAK' OR SIMILAR FOR HYDRATION PURPOSES MUST GET THIS APPROVED BY THE RACE DIRECTOR.

### 3.4.4 – Practical Weight Considerations:

When determining the quantity of ballast to carry it is important to anticipate inevitable fluctuations in driver and kart weight throughout the race.

Drivers will likely lose body weight through fluid loss, particularly when exerting themselves in high temperatures. Excessive fluid loss could lead to penalties for being underweight or worse – sickness, nausea, etc. It is important to keep these fluids topped up by drinking plenty of water and other hydration drinks during the event.

Karts too can lose weight. One obvious contributor is fuel. A full tank of fuel weighs approximately 7kg so longer driving stints will use more fuel and lead to the kart reaching the weighbridge nearly 7kg lighter than when it first left the Pit Lane!!!

To a lesser extent the tyres will also become lighter through use as the rubber wears. These are fine margins but it's good to be aware!

### 3.4.5 – Underweight:

Drivers failing to meet the minimum driver + kart weight of 223kg will be subject to penalties according to the following scale:

Up to 5.00kg	1 lap deduction
5.01 - 10.00kg	2 lap deduction
10.01 - 15.00kg	3 lap deduction
15.01 kg+	4 lap deduction

These deductions will be applied in each instance. One of the most vital elements of race strategy is to ensure that team drivers are always above this minimum limit.

### 3.5 – PIT BAYS

Each Team will be allocated an area of approximately 10-15m<sup>2</sup> within the GKEC-allocated Pit Lane as an operational base. Teams should ensure all required equipment is contained within their Pit Bay **before** the start of official practice.

**Only registered team personnel will be permitted to access this restricted area** (see also 3.2 and 3.6).

### 3.6 – PIT LANE RULES

The entire Pit Lane is a NO SMOKING AREA.

Only registered Team members are permitted in the Pit Lane throughout the event.

Drivers should prepare to enter the Pit Lane by raising one arm high in the air and moving off the racing line so as not to impede other karts.

Once having entered the Pit Lane all karts must be driven at 'fast walking pace'.

Karts must be switched off once the incoming driver zone has been reached.

The live Pit Lane, refuelling bay and scales should not be blocked at any time by Teams attempting to change drivers, carry out repairs or re-weigh (see also 3.4.2).

Outgoing drivers must continue at 'fast walking pace' while in the Pit Lane. A marker will be placed to identify the official end of the Pit Lane. This will be detailed in the Driver's Briefing. Drivers should proceed with caution toward the Pit Exit.

Drivers exiting the Pit Lane MUST give way to karts already on track and should stay off the racing line until race speed is reached so as not to impede other karts.

### 3.7 – REFUELLING

The GKEC pit crew will handle all fuel.

The organisation will ensure that all karts are fully fuelled for the start of Practice. All Team karts will then be fully fuelled for the start of Qualifying and topped up again so that all Teams have a full tank for the race start.

During live sessions incoming drivers must stop at the refuelling zone AND switch the engine off BEFORE exiting the kart (see also 3.8).

### 3.8 – DRIVER CHANGES

During the briefing the Race Director may specify a MAXIMUM stint time for all Teams to adhere to. The limitations of this are purely to avoid the possibility of running out of fuel on track which could result in engine damage.

IT IS IMPERATIVE THAT ENGINES ARE NOT STARVED OF FUEL AT ANY TIME DURING OPERATION SINCE THIS WILL LIKELY RESULT IN ENGINE FAILURE.

There is no set maximum number of driver changes per se, although the above restriction will promote the need to pit approximately once per hour for fuel.

There is no minimum time limit on driver stints.

Individual team strategy (and fuel economy) will determine the length of each stint according to the above parameters. Double stints are permitted.

The driver change procedure will be explained during the briefing.

The GKEC team will monitor all Pit Lane activities, including driver changes, to ensure that the rules are adhered to (see also 3.3.2).

### 3.9 – BREAKDOWN RECOVERY AND REPAIR

Should a kart suffer a breakdown or other technical problem on track which prevents it from reaching the Pit Lane, the following procedure will apply:

A. It is the current Driver's responsibility to get the kart to a place of safety so that it does not pose a hazard to other karts.

B. Should the kart be close enough to the Pit Lane for it to be pushed/carried back safely, the Race Director will oversee this with possible assistance from the marshals.

C. In case a kart trolley or other vehicle is required to facilitate the return of the kart to the Pit Lane, the Race Director may choose to first neutralise the race before allowing the Team to recover the kart safely (see 3.11).

D. It is forbidden for any Team member, other than the current driver, to access the live circuit without the express permission of the Race Director.

E. Any damage sustained to a kart as a direct or indirect result of driver error, collision, leaving the circuit, etc, deliberate or otherwise, will be attended to by the GKEC Technical Team. In this situation, the Team may not be issued with a replacement kart until required repairs are carried out. Teams understand that they are financially liable for any such damage sustained by the kart whilst in their care.

F. Drivers encountering a mechanical/technical problem which is not the result of the above may be issued with a replacement kart at the discretion of the Senior Officials.

### 3.10 – RACE START PROCEDURE – 'SINGLE FILE ROLLING'

Karts will be released from the Pit Lane in Qualifying order (see 2.7) to start a single-file Formation Lap which will be steady and controlled behind Pole Position. The Pole-sitter must not speed up and slow down repeatedly but must instead keep his engine at constant speed during this lap (7000rpm is recommended if conditions allow).

Drivers must not break formation before taking the start.

At the end of the Formation Lap, drivers will proceed forward in ONE line up the middle of the track (in between both sets of tramlines) at a reduced and constant speed towards the Starting Line, as dictated by Pole Position. Red lights will be on to indicate the Starter is ready.

If he/she is satisfied with the formation, the Starter will give the start by switching off the red lights. If he/she is not satisfied with the procedure flashing amber lights will be activated (with the red lights) to indicate a "no-start", meaning that an extra Formation Lap will take place. If the reason for a "no-start" is due to a particular offender, the Race Director may decide to impose a penalty at his discretion.

If he considers that a driver has been immobilised as a result of another driver's mistake, the Race Director may stop the Formation Lap and recommence the Starting Procedure on the basis of the original grid or allow the impeded driver to regain his/her position.

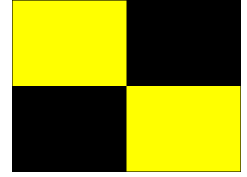
In the case of start light failure, the National flag will be used. The flag will be held out stationary on the approach and raised to indicate a start.

Breaches of the starting procedure will result in penalties being applied.



### 3.11 – RACE NEUTRALISATION – FULL COURSE YELLOW

In case of any incident on the track where a kart requires recovery or the safety of marshals is at risk, the Race Direction may elect to neutralise the race by means of a 'full course yellow'. In this situation all marshals will hold yellow/black quartered flags stationary to indicate to drivers that yellow flag rules apply to the entire circuit. Yellow lights may also appear around the circuit.



The number of the leading kart will be shown together with a yellow/black quartered flag at the start line.

It is the responsibility of the leading kart/driver to reduce speed sufficiently so as to allow all karts to line up behind in a train, without breaking formation.

The procession will continue while the track officials carry out necessary work to return the circuit and its elements back to normal in order to continue the race safely. Note that during this time it is likely that recovery vehicle(s) may be on the circuit. It is imperative that all drivers pay full attention to the condition of the circuit and the presence of officials at all times - despite the relatively slow pace.

Drivers should take care to adjust their driving and throttle control in order to avoid the spark plug 'fouling'.

The Pit Lane will remain open throughout the full course yellow period for driver changes and refueling. However, delays are possible at the Pit Exit since karts may only be allowed to rejoin subject to the position of the pack.

Once the incident has been cleared to the satisfaction of the Race Director, a green flag will be shown at the Start Line and all subsequent marshal posts to indicate that racing speed can be resumed. Karts may only overtake once they have crossed the Start Line after the green flag is displayed.

### 3.12 – RACE STOPPAGE

Should it become necessary to stop the Race (or Practice or Qualifying) because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Race Director shall order a red flag to be shown at all marshal posts.



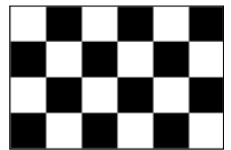
All karts will immediately reduce their speed and proceed towards the Start Line. **Once the Red Flag is displayed overtaking is not allowed.** Karts must keep to one side of the track on the main Start/Finish straight and come to a complete stop before reaching the Start Line. Karts must line up in single file and drivers should remain in their karts until advised by the Race Direction so as not to constitute an obstruction.

**PARC FERME CONDITIONS APPLY.** The drivers may return to the pits only if directed to do so by the officials. ONLY Race Officials are allowed on the track or near the karts at any time unless otherwise instructed by the Race Director. Exceptionally, if it becomes necessary to remove all karts from the circuit before the restart, Parc Fermé conditions apply and no work or repair may be carried out without the express consent of the Race Director. This will be discretionary.

Before the race resumes, and when it is considered safe to do so, all drivers on the starting grid in front of the race leader will be permitted to drive under full course yellow conditions around the circuit to line up at the back of the train. The race leader will then lead all karts round under full course yellow conditions until the green flag is shown (see 3.11).

### 3.13 – RACE FINISHING PROCEDURES

The chequered flag signal indicating the end of the Race shall be given at the Finish Line once the time scheduled for the event has elapsed.



After having received the chequered flag, all karts shall directly go to the Pit Lane using the normal course of the track under yellow flag conditions.

Any classified kart unable to reach the scales by its own means will be placed under the control of Marshals, who will supervise the movement of the kart to the scales with the assistance of the driver.

### 3.14 – UNSPORTING CONDUCT

The spirit behind the GKEC is to drive fast, but drive safe and have fun. These events, whilst extremely competitive, are meant to be enjoyable for drivers, spectators and officials alike.

Unsporting conduct covers a number of areas. Karting is a non-contact sport. Any driver/team found guilty of making contact with another kart with intention will be subject to a suitably large penalty and may be disqualified from the race completely.

Karting is a sport that demands full attention and requires both hands to turn the steering wheel. Any fingers/fists raised aggressively to other drivers or officials (regardless of circumstance) will be viewed as an offensive gesture and will be subject to a black flag and accompanying penalty.

If a combination of drivers and officials observe an individual driver or team member delivering an obvious offensive gesture, the offending team will be disqualified from the race completely.

### 3.15 – APPEALS

Any decision made by the Race Director or Assistant Race Director is final and there will be no scope for appeal. No form of protest or appeal will be humoured during the race. Any lack of respect shown for event organisers, promoters and sponsors will be dealt with harshly.

## 4 – POINT SCORING AND PENALTIES

Series points are awarded to all teams subject to race classification. Bonus points will also be awarded for various achievements (see article 4.2).

### 4.1 – POINT SCORING PER ROUND

GKEC points are awarded as follows:

1st place	40 points
2nd place	35 points
3rd place	32 points
4th place	30 points
5th place	29 points
6th place	28 points ...and so on down to the last place finisher.

*Please note that MENA ENDURANCE CUP teams will be ranked separately with an independent point allocation system to be announced if more than one event is held.*

### 4.2 – BONUS POINTS

Extra Series points are up for grabs as follows:

- 2 "Fastest Lap" bonus points will be awarded to the team with the fastest lap of the race

### 4.3 – PENALTIES

Penalties are applied according to the level of infraction, ranging from verbal warning through time penalty (or lap deduction) to exclusion from the event.

Typical infringements which will lead to a penalty being applied are (not exhaustive):

- Ignoring flag signals
- Causing a collision
- Careless/reckless/dangerous driving
- Speeding in Pit Lane
- Underweight

Teams receiving a black flag will receive a time penalty in accordance with the nature of the offence, at the discretion of the Race Director. The location of the penalty box will be described in the briefing along with any additional relevant instruction.

If the black flag is due to cheating or deemed by officials to be an intentional breach of rules, teams may face further penalties including, but not limited to, points deductions and exclusions from race with no refund.

The Race Director may elect to remove any individual or Team from competition if he deems his/her/their further participation may compromise the safety of officials or other participants, or call into question the sporting nature of the event and the series.

## PENALTY GUIDE

Below are some typical scenarios and a guide as to how standard penalties are applied:

No	Description	Penalty
1	Failure to control kart	30 seconds (possible enforced driver change)
2	Exceeding circuit limits	30 seconds
3	Incorrect safety wear (or similar safety breach)	30 seconds (possible enforced driver change)
4	Bumping/contact - no advantage gained	Warning flag
5	Bumping/contact - advantage gained or repeat offence	60 seconds
6	Blocking/weaving	60 seconds
7	Ignoring yellow flag or official instruction	90 seconds
8	Speeding in the pit lane	90 seconds
9	Dangerous driving	90 seconds
10	Unsporting conduct	Up to 5 minutes plus possible disqualification of driver/team
11	Under weight (see 3.4.5)... Up to 5.00 kg 5.01 to 10.00 kg 10.01 to 15.00 kg 15.00 kg +	1 lap deduction 2 laps deduction 3 laps deduction 4 laps deduction

The above examples provide A GUIDE as to how penalties are applied for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied by the Race Director as he deems fit, with harsher penalties likely for repeat offenders.

Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Race Director reserves the right, at his sole discretion, to carry forward a representative penalty to the driver/team's next session, race or event. This may involve alternative sanctions as circumstances dictate, including the deduction of Championship points.

Terminology that may be used when referring to driving standards:

Careless Driving – departing from the standard of a competent driver.

Reckless Driving – any unintentional action by a driver which creates serious risk to others.

Dangerous Driving – any intentional action by a driver which creates serious risk to others.

## 5 – SAFETY EQUIPMENT

It is highly recommended that all safety wear (helmet, gloves, boots, race suits) is approved under the CIK Karting Technical Regulations, Article 3.

### 5.1 – CRASH HELMET

Drivers must wear a helmet with efficient and unbreakable protection for the eyes.

All helmets must be full-face and fitted with visor/goggles. Visors should be closed when driving. Dark visors are only permitted during daylight hours. Clear visors are mandatory after sunset.

The helmet does not have to meet CIK standards but this is highly recommended. An alternative is a British or European standard for road use. Open face helmets are not acceptable.

### 5.2 – RACE SUIT

Race suits are mandatory. Ideally the suit should meet 'Level 2' specification but it does not have to be within the defined homologation period. It must be in good condition.

### 5.3 – GLOVES

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

### 5.4 – BOOTS

Drivers **MUST** wear suitable flat-soled footwear. Sandals, high heels or open-toed footwear will not be permitted.

It is recommended (but not compulsory) that the footwear also provides ankle protection.

## 6 – REGULATORY AMENDMENTS

GKEC Organising Committee reserves the right to issue additional statements concerning the Rules and Regulations from time to time. All such statements will be issued to all registered competitors by way of Supplementary Regulations or Bulletins at Race Events.

## 7 – GENERAL SAFETY

- A. It is strictly forbidden for drivers to drive their karts in a direction opposite to that of the race, unless this is strictly necessary to remove the kart from a dangerous situation.
- B. During each on-track session of the Race Event, drivers may use the track only and must at all times observe the dispositions of the International Sporting 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.
- C. During a race a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to move from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other competitor is already alongside.
- D. Curves, as well as the approach and exit zones thereof, may be negotiated within the limits of the track. 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 or deliberate crowding of karts towards the inside or the outside of a curve, are strictly prohibited and shall be penalised, according to the significance and repetition of the offences, by penalties ranging from a fine to exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.
- E. During each on-track session of the Race Meeting, 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. Except for medical or safety reasons, the driver must stay close to his kart until it is recovered.
- F. The driver of any kart leaving the race shall signal this intention in good time and is responsible for ensuring that the manoeuvre is carried out safely and as near as possible to the Pit Entry.
- G. Any driver who intends to leave the track by means of the Pit Lane shall demonstrate his/her intention in due time and shall ensure that he/she does so safely.
- H. In the unusual case of rain, slick tyres will continue to be used. Racing will continue as normal at the discretion of the Race Director. Normally, racing will only be halted if driving conditions become dangerous, e.g. in the case of standing water. It is assumed that drivers will be able to recognise wet conditions due to the appearance of rain drops on their visors.
- I. It is the Team Captain's responsibility to ensure that all persons concerned by his/her Entry observes all the provisions of these regulations and the Supplementary Regulations of the Event. The person having charge of an entered kart during any part of an event is responsible jointly with the Team Captain and/or separately for ensuring that the provisions are observed.

## 8 – CODE OF CONDUCT

- A. All participants must play by the rules and respect race officials and their decisions.
- B. All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- C. All participants must take responsibility for their actions at all times and communicate behavioural responsibilities to members of their family, team and support crew.
- D. All participants are required to display courtesy and etiquette to other members and participants in training, testing and race events. Any disputes or problems that may arise during an event must be addressed in a respectful manner to the appropriate person (official) at the event.
- E. Drivers must take the time to read and fully understand the posted rules, regulations and conditions for any race event prior to its commencement. Requests for clarification of such regulations should be asked during the Drivers' Briefing.
- F. All participants must have respect for the environment, the hosting venue, spectators and the surrounding inhabitants. Responsibility must be taken to reduce excessive noise and keep all areas that are used as clean and presentable as possible.
- G. Drugs and alcohol are strictly prohibited during training, testing and races. Consumption of such substances during these times is a serious offence. Offenders will be excluded from the event and face further disciplinary action.
- H. Abusive comments on any social media platform (Facebook, Twitter etc.) or public forum are completely forbidden. This applies to competitors, teams, officials, organisers and any person associated with the series and the sport in general. Competitors are strongly advised to guard against participation in contentious, divisive and potentially damaging conversations and will be held liable for their actions.

