



Alain RACEWAY

- CORPORATE EVENTS
- PRIVATE EVENTS
- ARRIVE AND DRIVE
- JUNIOR RACING
- RACE SCHOOL
- PRIVATE TUITION
- EVENT MANAGEMENT
- CONFERENCING
- RESTAURANT
- KART SHOP
- ARKS TESTING
- ACCESSORIES
- SERVICE CENTRE
- CONSULTANCY

AARKC HONDA CHALLENGE 2012-13 Organised by AL AIN RACEWAY KART CLUB

SERIES SPORTING REGULATIONS VERSION 16.07.12

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 SERIES INFORMATION

The "AARKC Honda Challenge" will consist of 5 rounds running alongside the UAE Rotax MAX Challenge race meetings held at Al Ain Raceway International Kart Circuit. The Series and its events shall be run in accordance with the requirements of Al Ain Raceway Kart Club.

2 – INFORMATION SPECIFIC TO THE CHAMPIONSHIP

2.1 ORGANISER:

Al Ain Raceway Kart Club (AARKC)
Al Ain Raceway
P.O. Box 85393
Al Ain
U.A.E
Phone: +971 (0) 3 768 6662
Fax: +971 (0) 3 768 8477
E-mail: sales@alainraceway.com
Web: www.alainraceway.com

2.2 - DATES / EVENTS:

ROUND 1	FRI	19	OCT	2012
ROUND 2	FRI	16	NOV	2012
ROUND 3	FRI	14	DEC	2012
ROUND 4	FRI	01	FEB	2013
ROUND 5	SAT	13	APR	2013

2.3 - PROVISIONAL INFORMATION OF THE MEETING:

A detailed time schedule for each event will be issued in advance and displayed on the official Notice Board. Copies will also be available at the circuit upon arrival.

No person may enter the Pit Lane unless authorised to do so by a senior member of Al Ain Raceway staff.

Competitors should contact the circuit directly for information on availability and pricing.

AUTHORISED DISTRIBUTOR
ROTAX
KART PRODUCTS



✉ P.O.Box 85393. Al Ain. UAE.

☎ +971 (0) 3 768 6662

📠 +971 (0) 3 768 8477

@ sales@alainraceway.com

🌐 www.alainraceway.com

2.4 - ENTRIES:

2.4.1 - Reception Office:

Al Ain Raceway Kart Club (AARKC)
P.O. Box: 85393
Al Ain, U.A.E
Phone: +971 (0) 3 768 6662
Fax: +971 (0) 3 768 8477
E-mail: sales@alainraceway.com

2.4.2 - Dates/Times:

As per articles 2.2, 2.3, Supplementary Regulations and Schedule of each event.
Entries should be received 7 days before the race meeting date. The organisers reserve the right to refuse entries submitted after this deadline.

2.4.3 - Receipt:

Any entry not accompanied by the fee shall be null and void.

2.4.4 - Restriction:

Maximum Entries apply in all classes. Entry will be accepted in the order of receipt of the entries.

2.4.5 - Fees:

No joining fee or membership is required. However, members may be eligible for separate special rates for this series and other events.

OPTION 1 - PREPAY FOR THE SERIES AND GET OVER 25% OFF!!!

Advance payment AED 1,300 #
Covers Entry Fees for all 5 rounds (total value AED 1,750)
Deadline for advance payment Friday 19 October 2012

OPTION 2 - PAY EARLY, PAY LESS (SAVE 15%)

Race Entry Fee AED 300 Δ (per round)
Δ Payment must be received by Al Ain Raceway at least 14 days before the event date

OPTION 3 - PAY AS YOU GO (subject to availability)

Race Entry Fee AED 350 (per round)

2.4.6. - Payments:

The following payment methods are available:

Cash - in person at the circuit

Company cheque - made payable to "Al Ain Raceway" to be received no later than the 7 day deadline

Personal cheque - made payable to "Al Ain Raceway" must be cleared in advance of the 7 day deadline.

Credit card - only in person at the circuit (i.e. cardholder present). Please note that credit card payments cannot be accepted by telephone, even as security.

Bank transfer - Proof of transfer must be received no later than the 7 day deadline.

Payments should be made (cash, cheque, or 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



3 – COMPETITION REQUIREMENTS

3.1 – LICENCE AND AGE REQUIREMENTS:

Drivers do not require a competition licence to take part in the Series. However, participants are strongly advised to have taken part in at least one Arrive and Drive session beforehand. Arrive and Drive bookings can be made directly with Al Ain Raceway.

Drivers must be 16 years of age before 30/09/13 to compete in the series.

Exceptions will be considered for drivers who are under this age at the discretion of the Series Organisers according to such criteria as it deems appropriate.

3.2 – RACE MEETING FORMAT:

Each race meeting will consist of ONE of the following formats, as indicated in the Event Supplementary Regulations:

FORMAT A – QUALIFYING TYPE

- Signing on
- Driver's Briefing
- Non-Qualifying Practice
- Qualifying
- Pre-Final
- Final
- Award presentation

FORMAT B – RANDOM GRID TYPE

- Signing on
- Driver's Briefing
- Non-Qualifying Practice
- Heat 1
- Heat 2
- Final
- Award presentation

3.2.1 – Registration:

Driver registration will commence at the time stipulated in the Event Schedule. Each driver is required to complete and sign a registration form (this must be done at each visit). Any driver not signing in during the allocated registration window will not be permitted to race.

Drivers without their own race suit will be issued with one courtesy of Al Ain Raceway (this must be returned after use).

3.2.2 – Driver's Briefing:

The Official Driver's Briefing, **mandatory for all drivers**, will take place at the time stipulated in the Schedule. This will cover circuit and pit lane layout (which will vary from round to round) as well as any other details pertaining to the Race Day and Series.

Any driver who is absent will gain a penalty and may be prevented from racing altogether, with no refund. This is without exception.

Any new drivers racing at Al Ain Raceway for the first time (regardless of experience) must attend a further briefing. This short introduction will cover flag and circuit rules as well as other procedures in more detail. This will normally follow the Official Driver's Briefing.

3.2.3 – Non-Qualifying Practice:

The length of this session will be stipulated in the Race Schedule attached to the Event Supplementary Regulations. The warm up session is mandatory. Failure to participate in this session may result in exclusion from the remainder of the meeting.

3.2.4 – Qualifying Session (Format A only):

The length of this session will be stipulated in the event Supplementary Regulations.

The results of the Qualifying session will determine the starting positions for the Pre-Final in terms of best lap time classification. In the case of 2 drivers achieving identical best lap times, the organisers will revert to the second best lap time set by each individual in order to determine priority, and so on.

Failure to participate in this session may result in exclusion from the remainder of the meeting.



3.2.5 – Heats (Format B only):

In the absence of a Qualifying session, the grid positions for each of two Heats will be determined in advance by a specialised grid calculation programme according to the list of confirmed entries. Late entries (if accepted) and novice drivers will start at the back of the grid.

The length of each Heat (in laps) will be stipulated in the event Supplementary Regulations. The winner of each Heat is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

The accumulation of results in the two Heats will determine the starting positions for the Final.

3.2.6 – Pre-Final (Format A only):

The length of this race (in laps) will be specified in the event Supplementary Regulations. The winner of the Pre-Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

The results of the Pre-Final will determine the starting positions for the Final.

3.2.7 – Final:

The length of this race (in laps) will be specified in the event Supplementary Regulations. The winner of the Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

3.2.8 – Award Presentation:

Trophies will be presented to the top drivers in the class according to the official finishing positions in the Final.

Trophies will be awarded to 1st, 2nd and 3rd positions.

Spot prizes may be issued at the discretion of the Organisers. Everyone is encouraged to stay for the presentation.

Prize winners are to ensure that race suits are worn and zipped up with collar closed. Race footwear should also be worn.

4 – ADDITIONAL RACE RULES/PROCEDURES

4.1 – STARTING PROCEDURES:

4.1.1 - General:

Starts will be of standing type.

4.1.2 - Pre-Grid:

Karts will be lined up in the Pit Lane in a pre-determined order (as detailed in section 3). It is the driver's responsibility to ensure that he/she is seated in position in the Pit Lane before the Pit gates close. Any drivers arriving after this time will not be permitted to enter the circuit.

Drivers will be assigned a race number for the day and a full driver list will be posted on the official Notice Board. Drivers MUST ensure they get into the kart with their corresponding number on it.



4.1.3. - Formation Lap:

Drivers should leave the Pre-Grid when directed by the Grid Marshal.

The field must proceed in single file 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 must come to rest on the Starting Grid within the numbered grid slot identifying their recognised grid position.

Drivers must not break formation during this lap. Erratic weaving (zig-zags) is prohibited. Offending drivers will be penalised.

Should a driver lose control of their kart during the Formation Lap, leading to a spin or temporary halt, the driver must raise an arm and wait for the field to pass before attempting to re-join. If the kart/driver recovers (even without stopping,) he/she must remain at the rear for the start and must not attempt to regain his/her grid position.

A driver encountering a technical problem during the Formation Lap should raise an arm, guide the kart to the side of the circuit and await Marshal assistance. If the kart cannot be restarted quickly, it will be removed from the track to a place of safety. A replacement kart will be provided if the Officials decide that the driver was not at fault.

4.1.4 - Race Start:

Drivers will line up on the Starting Grid in pre-assigned race order under the direction of the Start Marshal (except in case of relegated drivers (see 4.1.3)).

Red lights will appear in sequence, in banks of 2 from left to right, until 8 red lights are lit which indicates *Starter's Orders*.

Once the red lights go out the Race is under way (see also 4.1.6 – Jump Start). 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, Officials may decide to impose a penalty at their discretion.

In the case of start light failure, the National flag will be used. The flag will be held out stationary on the start line and dropped to indicate a start. If the flag is not dropped, the race has not started.

4.1.5 - False Start:

A false start will be indicated by one or both of the following:

- A flashing amber “first corner light”
- A false start flag (green with yellow chevron) displayed after the Start Line

In either of these circumstances, competitors are expected to raise one arm in acknowledgement of the false start before slowing and organising themselves into their original starting positions to attempt a restart at the next attempt.

Any competitors forced to take the [false] start from the back of the field following a problem may not assume their original grid position. Instead, they must remain at the rear of the field to take the start again.

4.1.6 - Jump Start:

A jump start will be deemed to have occurred if an unfair advantage is gained through premature acceleration.

Either a time penalty or point deduction will be imposed at the discretion of the Senior Officials according to the individual circumstances.

4.2 – RACE STOPPAGE

Should a race be stopped by the display of red flags all drivers must immediately cease racing and proceed with caution to the safety area. The Race Director will provide clear instruction on this during the Official Driver's Briefing. The following procedures shall apply:



4.2.1 – Less than 2 laps complete:

If less than 2 laps have 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.

4.2.2 – More than 2 laps but less than 75% complete:

If more than 2 laps but less than 75% of the distance scheduled for the Race has been completed by the leader, the Race Director shall, at his discretion, decide to:

- a) Abandon the race. In this case the race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the race was stopped.
- b) Consider the race suspended and run it as a two-part race. In this case, the Race will be restarted as a single-file rolling start. Resuming start positions will be determined by the finishing order at the end of the lap before the one on which the race was suspended. Drivers "one lap down" shall be put in their correct position behind the drivers on the lead lap. The race distance shall be the number of laps required to make up the full race distance. The finishing order of the second part shall be the finishing order of the race. Drivers "one lap down" in the first part shall be deemed to have finished the race 1 lap down unless they have unlappped themselves.

4.2.3 – More than 75% complete:

If 75% race distance or more has been completed by the leader, the Race will be deemed to have ended. The race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the Race was stopped.

4.3 – RACE FINISHING PROCEDURES:

A. The chequered flag signal indicating the end of the Race shall be given on the Start Line as soon as the leading kart has covered the full race distance.

B. Should the chequered flag signal be given before the leading kart completes the scheduled number of laps, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given. Should the chequered flag signal be delayed for any reason, the Race will be deemed to have finished when, under normal circumstances, the end of the race would have been decided if there had been no delay.

C. After having received the chequered flag all karts must proceed directly to the Pit Lane under yellow flag conditions, using the normal course of the track, without performing doughnuts, without stopping, without giving or receiving any object whatsoever and without any help (except that of Marshals if necessary).

D. Any driver removing both hands from the steering wheel whilst travelling at considerable speed, whether in celebration or not, will be adjudged to be driving dangerously and subject to a penalty, at the discretion of the Race Director.

E. In the case of a dead heat on the Finish Line revealed by timekeeping, the rule for deciding between tying drivers shall be the fastest lap time recorded by each driver during the Race concerned.

4.4 – PIT LANE SPEED:

Pit Lane speed must be kept to walking pace at all times. This is an important safety rule that must be adhered to as the Pit Lane is the only area in which driven karts are mixed with unprotected drivers and Officials.

Any driver deemed to be speeding in the Pit Lane by the Officials will receive a penalty at the discretion of the Race Director.

4.5 – KART DAMAGE:

Any damage sustained to a kart (during practice, Qualifying, Heats or the Finals) as a direct or indirect result of driver error, collision, leaving the circuit, etc. deliberate or otherwise, will be attended to by the Al Ain Raceway Technical staff. In this situation, the driver will not be issued with a replacement kart. Their race is deemed to be over.

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 Race Director.



4.6 – UNSPORTING CONDUCT:

The spirit behind the AARKC Honda Challenge 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 event completely.

Karting is a gentleman's 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 driver will be disqualified from the Series without points or refund.

4.7 – APPEALS:

Any decision made by the 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 driver with a genuine racing grievance should request to see the Race Director as soon as possible after the Race.

Any lack of respect shown for the Series Organisers, Promoters and Sponsors will be dealt with harshly.

5 – POINT SCORING

5.1 – OVERALL SCORE:

Championship points are only awarded for (i) Final starting grid positions and (ii) Final finishing positions at each Round.

In the case of Format B "Heat Points" are allocated but ONLY to determine start positions for the Final. Heat points do not contribute to Championship point totals.

In case a Pre-Final (or both Heats in the case of Format B) or Final is cancelled because of "force majeure," no points will be awarded.

In the case of 2 or more drivers finishing the season with the same number of points, the higher place in the Championship will be awarded to the driver with the greatest number of 1st places in Finals. If the number of 1st places is equal then the greatest number of 2nd places will be used, and so on until a winner emerges. If this procedure fails to produce a result, AARKC Committee will nominate a winner according to such criteria as it deems fit.

Bonus points will also be awarded for various achievements (see article 5.8).

5.2 – HEAT POINTS (FORMAT B ONLY):

Heat Points are ONLY used to determine Final Starting Grid Positions. They DO NOT contribute to Championship Points totals.

The lower the Heat Points total, the higher the Final starting grid position (e.g. in Format B a driver winning both Heats will receive 0 Heat Points and will start on Pole Position for the Final)

Heats Points are awarded for each of the 2 Heats, as follows:

1 st place	0 points
2 nd place	2 points
3 rd place	3 points
4 th place	4 points
5 th place	5 points ...and so on down to the last place finisher.

5.3 – FINAL STARTING GRID POINTS:

Points awarded as follows:

1 st place	25 points
2 nd place	24 points
3 rd place	23 points
4 th place	22 points
5 th place	21 points ...and so on down to the last place finisher.

5.4 – FINAL FINISHING POSITION POINTS:

Points awarded as follows:

1 st place	75 points	7 th place	35 points
2 nd place	65 points	8 th place	32 points
3 rd place	57 points	9 th place	30 points
4 th place	50 points	10 th place	29 points
5 th place	44 points	11 th place	28 points
6 th place	39 points	12 th place	27 points

...and so on down to the last place finisher.

5.5 – DID NOT START (DNS):

DNS is used to classify any driver who fails to cross the start line at the time of the start signal.

For the Final this results in 0 point score.

In the case of Pre-Final DNS (Format A) or multiple Heat DNS (Format B), Final Starting Grid Points will continue to be awarded as per 5.3.

5.6 – DID NOT FINISH (DNF):

DNF is used to describe any driver who fails to cross the finish line to receive the chequered flag. In this case, drivers will be classified in the order of the number of laps completed. Drivers completing the same number of laps will be classified in the order in which they last crossed the finish line.

In the case of a DNF in the Final, the number of points awarded will be determined by the driver's classified position.

5.7 – PENALTIES:

Drivers who receive a black flag will receive a penalty in accordance with the nature of the offence, at the discretion of the Race Director.

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

5.8 – BONUS POINTS:

Extra Championship points are up for grabs as follows:

2 "Fastest Lap" bonus points will be awarded to the driver with the fastest lap of the day.

5 "Series Support" bonus points will be awarded to each driver entering and competing at each round. [Drivers must compete in at least 4 Rounds in order to receive support points.]

6 – KARTS:

The AARKC Honda Challenge 2012-13 will be run in Al Ain Raceway's fleet of Intrepid Optima, Honda GX 390 single-engine karts.



7 - SAFETY EQUIPMENT

7.1 – CRASH HELMET:

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

Anyone who wishes to bring their own may do so but it must be inspected and approved by the Race Director before use.

All Helmets must be full-face and fitted with visor/goggles. Visors should be closed when driving.

Open face helmets are not acceptable.

7.2 – RACE SUIT:

Race suits are mandatory. These are provided by Al Ain Raceway.

Drivers wishing to bring their own suits may do so but it must be inspected and approved by the Race Director.

7.3 – GLOVES:

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

7.4 – FOOTWEAR:

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.

Any competitor attempting to drive in high heels or flippers will be made to run a lap of the circuit in said footwear in full view of all spectators and drivers during the lunch break. Full commentary will be provided over the PA system.