



# AL AIN RACEWAY

## UAE ROTAX MAX CHALLENGE 2013-14 Organised by AL AIN RACEWAY KART CLUB

In Association With

- 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



DUBAI  
KARTDROME

YAS MARINA  
CIRCUIT  
حلبة ياس

OMAN  
KARTING  
TRACK

## SERIES SPORTING REGULATIONS VERSION 01.01.14

### 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

The Series and its events (excluding Honda Challenge and Bambino classes) shall be run in accordance with the requirements of ATCUAE (incorporating the FIA International Sporting Code and its appendices, the FIA and CIK-FIA official Bulletins, the General Prescriptions applicable to CIK-FIA Karting International Events, CIK-FIA Sporting Regulations 2013, CIK-FIA Technical Regulations 2013, the UAE RMC Technical Regulations 2013/14, these Sporting Regulations and the Supplementary Regulations of each Event of the Series).

All the parties concerned (FIA, CIK-FIA, ATCUAE, Al Ain Raceway, Yas Marina Circuit, Dubai Kartdrome, Oman Karting Track and entrants) undertake to apply and observe the rules governing these race events.

ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

### 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  
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AUTHORISED DISTRIBUTOR  
**ROTAX**  
KART PRODUCTS



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@ [sales@alainraceway.com](mailto:sales@alainraceway.com)

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## 2.2 - DATES / EVENTS

Round 1:	04 Oct 2013	Al Ain Raceway
Round 2:	25 Oct 2013	Dubai Kartdrome
Round 3:	26 Oct 2013	Dubai Kartdrome
Round 4:	22 Nov 2013	Al Ain Raceway
Round 5:	13 Dec 2013	Al Ain Raceway
Round 6:	14 Dec 2013	Al Ain Raceway
Round 7:	17 Jan 2014	Dubai Kartdrome
Round 8:	18 Jan 2014	Dubai Kartdrome
Round 9:	07 Feb 2014	Al Ain Raceway
Round 10:	28 Feb 2014	Yas Marina Circuit
Round 11:	21 Mar 2014	Oman Karting Track
Round 12:	11 & 12 Apr 2014	Al Ain Raceway

## 2.3 - PROVISIONAL INFORMATION OF THE MEETING

This is according to each circuit licence and event permit, sanctioned by ATCUAE (ASN). Additional information will be available in the Supplementary Regulations for each meeting.

A detailed time schedule for each event will be issued in advance and displayed on the official Notice Board.

Owner driver test sessions are not part of the UAE RMC Championship. Competitors must contact the circuits directly for information on availability and pricing. See also Article 9.

## 2.4 - ENTRIES:

### 2.4.1 - Reception Office

Al Ain Raceway Kart Club (AARKC)  
P.O. Box 85393  
Al Ain, UAE  
Phone: +971 (0) 3 768 6662  
Fax: +971 (0) 3 768 8477  
E-mail: [gina@alainraceway.com](mailto:gina@alainraceway.com)

### 2.4.2 - Deadlines:

As per articles 2.2, 2.3, the Supplementary Regulations and Schedule of each event, a correctly completed Entry Form must be received 14 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 total fees shall be null and void (see 2.4.5).

### 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:

#### 2.4.5.1 - Race Fee:

#### ALL CLASSES

**OPTION 1 - PREPAY FOR THE SERIES AND GET 20% OFF!!!**

Advance payment # AED 3800

Covers Entry Fees for all 12 rounds PLUS annual registration (total value AED 4750)

# Deadline for advance payment Friday 20<sup>th</sup> September 2013. All payments non-transferable and non-refundable.

**OPTION 2 - PAY AS YOU GO**

Membership Fee AED 300 (annual registration)

Race Entry Fee AED 350

Race Entry Fee (R12) AED 600

Late Entry Fee \* AED 200

\* mandatory penalty fee for Entry Forms received after the deadline of 14 days prior to the race meeting  
Some supplementary provisions are not available to late entries – see article 4.



#### 2.4.5.2 – Supplementary Fees (optional):

Lap time printouts	AED 25
Transponder hire	AED 200
C2 Tyres (per set)	AED 750
D1 Tyres (per set)	AED 850
D2 Tyres (per set)	AED 900
D3 Tyres (per set)	AED 950
Tyre fitting (per set)	AED 50

Please note that these are *preferential tyre prices* for pre-ordered tyres paid for as part of the race entry fee. Tyres purchased on race day will be subject to availability and charged at premium rates equal to the above amounts plus AED 100 per set (see 4.1).

#### 2.4.6 – Payments:

Payments should be made (in full according to 2.4.2, 2.4.3 and 2.4.5) in cash or cheque, 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

#### 2.5 – COMPETITION REQUIREMENTS:

##### 2.5.1 – Kart Licence:

A. Drivers must be in possession of a valid National or International Kart Licence issued by the ATCUAE (ASN), or an International Kart Licence issued by the ASN of another country. If the entrant is other than the driver then the entrant must hold a separate valid Entrant Licence issued by the ATCUAE or an ASN of another country.

B. All competitors holding a licence issued outside UAE must gain "Start Permission" from their licence-issuing ASN.

All competition licences must be surrendered at signing on (along with the start permission paperwork if applicable) for verification. Failure to produce the required documentation will result in enforced non-participation.

C. Competitors within the Middle East Zone (but outside UAE) holding a valid International Kart Licence issued by a recognised ASN may compete and score Championship points within the UAE RMC Championship. However, such competitors are not eligible to qualify for the Rotax MAX Challenge Grand Finals.

D. Competitors outside the Middle East Zone with an International Kart Licence issued by a recognised ASN may compete but not score Championship points within the UAE RMC Championship. Such competitors are permitted to take part in the podium presentation.

E. For clarification, only drivers holding a valid Kart Licence issued by ATCUAE are eligible to qualify for the Rotax MAX Challenge Grand Finals.

F. Any applications received that apply to either C or D must apply in advance to both the ATCUAE and Al Ain Raceway Kart Club for starting approval and, if approved, must gain the required "Start Permission" from their licence-issuing ASN.

##### 2.5.2 – Visa:

Entrants and drivers wishing to take part in any International Competition organised abroad can only do so with the approval of the ATCUAE. This authorisation shall be given in such form as they might deem appropriate.

For International Events, all drivers (or parents/guardian/team in case of drivers under 18yrs) must be in possession of a valid Entrants Licence. Further, the minimum licence requirement is Kart International with a valid medical.



## 2.6 – RACE MEETING FORMATS:

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

### **FORMAT A – QUALIFYING TYPE**

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

### **FORMAT B – RANDOM GRID TYPE**

- Signing on
- Scrutineering
- Driver's Briefing
- Non-Qualifying Practice
- Heat 1
- Heat 2
- Heat 3
- Final
- Award presentation

#### **2.6.1 – Signing on:**

Signing on will commence at the beginning of the event at the time stipulated in the event Supplementary Regulations. Drivers must present their valid racing licence to be verified by the administration team before being allowed to sign on. Drivers who are unable to produce a valid licence or proof thereof will be referred to the Stewards and may not be permitted to take part in the race meeting. The event Organiser and the Stewards will control all licences during the event.

#### **2.6.2 – Scrutineering:**

Scrutineering will take place in a predetermined area and at the time specified in the event Supplementary Regulations. Drivers must present themselves along with their race wear and kart (which must be ready to race) to the Scrutineers at the allotted time for a basic safety and technical compliance inspection. Drivers who do not successfully pass Scrutineering will not be permitted to take part in the race meeting. A driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering.

Note: Post-race scrutineering will be conducted at the discretion of the Chief Scrutineer in conjunction with other Senior Race Officials. Drivers are solely responsible for the technical compliance of their kart, engine and race wear at the time of inspection.

#### **2.6.3 – Drivers' Briefing:**

The Entrants' and Drivers' Briefing is a meeting organised by the Clerk of the Course for all Entrants and Drivers entered in the event. The presence of all concerned Entrants and Drivers is mandatory throughout the Briefing under pain of a sanction or even of a possible exclusion from the event. Attendance will be monitored and recorded.

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

The time of the Briefing is specified in the event schedule as well as the Supplementary Regulations. Extra meetings may be organised if this is deemed necessary.

#### **2.6.4 – 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.

#### **2.6.5 – 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 Heat 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.

### 2.6.6 – Heat (Format A only):

The length of this race (in laps) will be specified in the event Supplementary Regulations.

The winner of the 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.

No championship points are awarded. The results of the Heat will determine starting positions for the Pre-Final.

### 2.6.7 – Heats (Format B only):

Grid positions for each of the three 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 (laps) will be specified 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 three Heats will determine the starting positions for the Final.

### 2.6.8 – Pre-Final (Format A only):

The length of this race (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.

### 2.6.9 – Final:

The length of this race (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.

### 2.6.10 – 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. See also 2.7.5.

### 2.6.11 – 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. See also 2.7.6.

Drivers completing the same number of laps will be classified in the order in which they last crossed the finish line.

### 2.6.12 – Award Presentation:

Trophies will be presented to the top drivers in each class according to the official finishing positions in the Final. The number of trophies awarded will depend on the total number of class entrants according to the following:

1-3 competitors	1 <sup>st</sup> place only
4-6 competitors	1 <sup>st</sup> and 2 <sup>nd</sup> place only
7+ competitors	1 <sup>st</sup> , 2 <sup>nd</sup> and 3 <sup>rd</sup> places

Results do not become official until 30 minutes “protest time” has elapsed without objection.

Prize winners are to ensure that race suits are worn and zipped up with collar closed. Race boots should also be worn. See also section 8.



## 2.7 – POINT SCORING:

### 2.7.1 – 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 all 3 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 1<sup>st</sup> places in Finals. If the number of 1<sup>st</sup> places is equal then the greatest number of 2<sup>nd</sup> 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.

At the conclusion of the season, each driver must drop his/her worst 2 overall Round scores to determine an ultimate Championship total.

Competitors may only drop points from ONE non-attended round.

Any point penalty incurred by disqualification or exclusion from a Pre-Final or Final race is not eligible for deduction.

### 2.7.2 – 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 all 3 Heats will receive 0 Heat Points and will start on Pole Position for the Final).

Heats Points are awarded for each of the 3 Heats, as follows:

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

### 2.7.3 – Final Starting Grid Points:

Points awarded as follows:

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

**Note: For Round 12 double points will be available**

### 2.7.4 – Final Finishing Position Points:

Points awarded as follows:

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

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

**Note: For Round 12 double points will be available**

### 2.7.5 – Did Not Start (DNS):

Any competitor not taking the starting signal will be considered as a DNS.

For the Final the number of points awarded equates to 10 points less than the last classified finisher.

In the case of Pre-Final DNS (Format A) or multiple Heat DNS (Format B), Final Starting Grid Points will be 5 points less than the last classified position.

In the case of exclusion from the Pre-Final (Format A only), Final Starting Grid Points will be 0.

### 2.7.6 – Non-finish (DNF):

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

### 2.7.7 – Penalties:

Drivers receiving a black flag may be subject to further penalties including, but not limited to, points deductions and fines.

If the black flag is due to cheating or deemed by officials to be an intentional breach of rules, any points awarded for that race will be deducted from the overall score (minus points).

Penalties will apply under CIK regulations.

### 2.7.8 – Bonus Points:

At the conclusion of the season 30 bonus points will be awarded to each driver entering and competing at every one of the 12 rounds.

### 2.7.9 – Point Allocation for MAX Master and DD2 Master:

Senior MAX and MAX Master competitors share the same grid and overall points are awarded according to the points system explained above. The same is true of the DD2 and DD2 Master classes.

Drivers meeting 'Master' requirements (see Section 3 – Classes and Eligibility) will also take their respective point totals into a separate MAX Master or DD2 Master Championship table. For example, a MAX Master driver finishing a Final in 3<sup>rd</sup> place overall will receive 57 points in the overall MAX classification and also carry this 57 points into the MAX Master Championship with all other Master drivers.

Points cannot be carried over into another class.

### 2.7.10 – Al Ain Raceway Challenge Trophy:

Championship points scored at the final three rounds of the series will be aggregated to form a separate and individual 'Al Ain Raceway Challenge Trophy' total.

These separate awards enable novice drivers and those joining the Championship midway through to be able to challenge for silverware at the conclusion of the season. Only drivers with licences issued within the Middle East Zone will be eligible for these awards. Drivers finishing 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> overall in each Class Championship will not be eligible.

## 2.8 – STARTING PROCEDURES:

### 2.8.1 – General:

With the exception of AARKC Honda Challenge and Bambino classes, starts shall be rolling type. The regulations for "Rolling starts for direct drive karts with or without clutches" of the CIK-FIA general regulations apply for all the classes competing in the UAE Rotax MAX Challenge 2013/14.

Kart trolleys will not be permitted onto the circuit from the moment the karts leave the Pre-Grid to the time all running karts have returned to the pits following the chequered flag.

### 2.8.2 – Pre-Grid:

Aside from Non-Qualifying and Qualifying Practice, karts shall be lined up on the Pre-Grid in a pre-determined order as detailed in section 2.6. It is the driver's responsibility to ensure that both he/she and their kart are in position on the Pre-Grid before the Pre-Grid closes. Any drivers arriving after this time will not be permitted to enter the circuit without the express permission of the Clerk of the Course.

Karts placed on the Pre-Grid must be ready to race. It is strictly forbidden to carry out any work and/or set-up on the kart on the Pre-grid with the exception of tyre pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means.

Anyone wishing to carry out work after the kart has been placed on the Pre-Grid must completely remove the kart beyond the last placed kart on the Pre-Grid before carrying out such work.

Mechanics must clear the Pre-Grid one minute before the start of the Race ("1 minute" board).

30-seconds after the "30 seconds" board is displayed the green flag will be shown at the front of the grid to indicate that the karts must begin a Formation Lap, keeping to the order of the starting grid and in conformity with the CIKFIA General Prescriptions.

Should a driver require assistance after the "30 seconds" signal, a mechanic may only work on the kart once the other karts have left the Pre-grid.

If a driver is unable to start from the Pre-Grid at the time of the green flag and is the last kart remaining, he/she will only be authorised to join the circuit on the orders of the Officials and will take the start from the back of the formation, irrespective of the number of Formation Laps. Failure to observe this rule could result in exclusion from the race.

### **2.8.3 – Formation Lap:**

Drivers should leave the Pre-Grid when the green flag is displayed.

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. The driver in 2<sup>nd</sup> position should remain alongside during this lap.

Drivers must not break formation before taking the start (see 2.8.4). Erratic weaving (zig-zags) is prohibited. Offending drivers will be penalised.

The number of Formation Laps shall be indicated during the Briefing. It is forbidden to overtake another driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the race).

If a driver stops for any reason during the Formation Lap, he/she must raise an arm and wait for the field to pass before attempting a restart. If the kart is able to continue the driver must remain at the back of the formation for the start and must not attempt to regain his/her grid position. If the kart cannot be restarted quickly, it must be immediately removed from the track to a place of safety.

A driver who is otherwise delayed (having left the Pre-Grid at the time of the green flag and having not stopped on the Formation Lap) will have the possibility of regaining his/her grid position only if this manoeuvre does not impede other drivers and in all cases before having reached the Red Line which will be materialised on the track and indicated by the Clerk of the Course during the Briefing. In order to regain one's position, it is forbidden to use any course other than the track used during the race.

For the avoidance of doubt, any driver finding him/herself at the very back of the field during the Formation Lap, howsoever caused, must remain at the back and cannot retake his/her original starting position under any circumstances before the start signal has been given. Penalty of exclusion may be enforced for non-observance.

Additional Formation Laps required due to aborted starts may be deducted from the race distance at the discretion of the Clerk of the Course.

### **2.8.4 – Race Start:**

At the end of the Formation Lap, drivers will proceed forward in two lines at a reduced and constant speed towards the Starting Line, as dictated by the front row. Each line of karts shall remain within the 110m long corridor (tramlines) marked on the track.

A driver crossing the tramlines is liable to be sanctioned by the Stewards on the basis of a time penalty of 3 seconds for partly crossing the lines and 10 seconds for completely getting out of the corridor.

When the karts approach the Start Line the red lights will be on. Karts must maintain their position until the start signal is given.

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, Officials may decide to impose a penalty at their discretion.

If he considers that a driver has been immobilised as a result of another driver's mistake, the Clerk of the Course 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.

As soon as the start has been given racing conditions are applied and, irrelevant of the position of a kart on the track, it is forbidden to provide any outside assistance, except for parking it in a safe location.

#### **2.8.5 – 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 minor technical problem may not assume their original grid position.

#### **2.8.6 – Jump Start:**

Any attempts to jump the start or delay it and any karts leaving the lane before the lights are switched off shall be sanctioned according to Article 2.24 of the CIK General Prescriptions.

#### **2.9 – RACE STOPPAGE:**

Should it become necessary to stop a Race or Practice because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the Clerk of the Course or the Race Director shall order a red flag to be shown at the Start Line.

Simultaneously, red flags will be shown at all Marshals’ Posts. The decision to stop the race or practice may be taken only by the Clerk of the Course (or by his deputy) or the Race Director. If the signal to stop racing is given all karts will immediately reduce their speed and come to a stop on the track at the place designated during the Briefing, considering that the classification of the Heat will be the classification at the end of the lap prior to that during which the signal to stop was given.

The procedure to be followed varies according to the number of laps completed by the Race leader before the signal to stop was given:

##### **2.9.1 – 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.

##### **2.9.2 – 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 (rounded up to the nearest whole higher number of laps), the Clerk of the Course 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 unlapped themselves.

While racing is stopped, the whole course shall be considered as Parc Fermé and no work may be carried out on any kart. No one may enter the circuit without the express permission of the Clerk of the Course.

If a kart leaves the circuit during the stoppage it will not be permitted to rejoin the race.



Any kart not racing before the incident (that caused the stoppage) shall not rejoin the restarted race.

Karts involved in the incident that gave rise to the stoppage, or who subsequently stopped racing prior to the displaying of the red flag, may only rejoin the race if the Clerk of the Course, in consultation with the Chief Scrutineer, is satisfied that a kart is safe to continue without repair, and the Chief Medical Officer is satisfied that a competitor is fit to continue racing. Any such individual must restart at the rear of the field.

All other karts may take the restart in their appropriate position.

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 Chief Steward or Clerk of the Course. This will be discretionary.

### **2.9.3 – More than 75% complete:**

If 75% race distance or more has been completed by the leader (rounded up to the nearest whole higher number of laps), 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.

### **2.10 – 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 either the full race distance or the greatest distance during the time scheduled for the race.

B. Should the signal indicating the end of the race be given before the leading kart completes the scheduled number of laps or before the prescribed time has elapsed, the race will be deemed to have finished when the leading kart last crossed the Line before the signal was given.

Should the signal indicating the end of the race 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 shall directly go to the scales (and Parc Fermé) using the normal course of the track, without any unnecessary delay, without performing doughnuts, without stopping, without giving or receiving any object whatsoever and without any help (except that of Marshals if necessary).

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.

D. For a finish to be considered valid, a driver must have crossed the Finish Line seated at the wheel of his/her kart and under his/her own power.

E. 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 Chairman of the Stewards.

F. 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.

#### **2.10.1 – Weighing Scales:**

The official weighing scales will be situated in Parc Fermé unless otherwise stipulated by the circuit licence.

The scales must undergo annual certified calibration. Additionally, 5 individual check weights totalling 100 kg should be used at each meeting to verify the accuracy of the scales.

The Chief Scrutineer will be the judge of fact in all post-race weigh-ins. If a competitor is found to be underweight, the Chief Scrutineer will issue a report to the Chief Steward based on the series of weighing measurements taken in Parc Fermé. Any final decision relating to classification in this instance will be taken by the Chief Steward.



### 2.10.2 – Parc Fermé:

Only authorised Officials may enter Parc Fermé. No intervention of any kind is allowed there unless authorised by such Officials. When Parc Fermé is in use, Parc Fermé regulations will also apply in the area between the finishing line and the Parc Fermé entrance. Parc Fermé shall be sufficiently secure so that no unauthorised person can gain access to it. Any driver returning to Parc Fermé either during or after a race (for whatever reason) must report to the scales for weight verification. Drivers are not permitted to leave Parc Fermé until expressly permitted by the Officials.

## 3 – CLASSES AND ELIGIBILITY

### 3.1 – MICRO MAX:

#### 3.1.1 – Age Limits:

Age range 8-10 yrs.

Competitors must be at least 8 years of age with their 11<sup>th</sup> birthday after 12/04/14.

#### 3.1.2 – Weight Limit:

Minimum weight of kart + driver (in full race gear) is **105 kg**

#### 3.1.3 – Numbers:

Yellow plate (22cm sides) with black numbers (at least 15cm high with 2cm stroke)

Range of numbers 20 to 49.

20 and 21 are reserved for last year's UAE RMC Micro MAX Champion only. Number requests must be confirmed by series organisers.

#### 3.1.4 – Engines:

Engines as per UAE RMC Technical Regulations 2013/14.

Only engines provided by and sealed by the official UAE Rotax Distributor or one of their official appointed Service Centres are eligible for use. See also 5.2.6.

### 3.2 – MINI MAX:

#### 3.2.1 – Age Limits:

Age range 10-12 yrs.

Competitors must be at least 10 years of age with their 13<sup>th</sup> birthday after 30/04/14.

#### 3.2.2 – Weight Limit:

Minimum weight of kart + driver (in full race gear) is **120 kg**

#### 3.2.3 – Numbers:

Yellow plate (22cm sides) with black numbers (at least 15cm high with 2cm stroke)

Range of numbers 50 to 99.

50 and 51 are reserved for last year's UAE RMC Mini MAX Champion only. Number requests must be confirmed by series organisers.

#### 3.2.4 – Engines:

Engines as per UAE RMC Technical Regulations 2013/14.

Only engines provided by and sealed by the official UAE Rotax Distributor or one of their official appointed Service Centres are eligible for use. See also 5.2.6.

### 3.3 – JUNIOR MAX:

#### 3.3.1 – Age Limits:

Age range 12-16yrs

Competitors must be in the calendar year of their 12<sup>th</sup>-16<sup>th</sup> birthday and have their 17<sup>th</sup> birthday after 31/12/14.

#### 3.3.2 – Weight Limit:

Minimum weight of kart + driver (in full race gear) is **145 kg**



### 3.3.3 – Numbers:

Yellow plate (22cm sides) with black numbers (at least 15cm high with 2cm stroke)  
Range of numbers 100 to 199.

100 and 101 are reserved for last year's UAE RMC Junior MAX Champion only. Number requests must be confirmed by series organisers.

### 3.3.4 – Engines:

Engines as per UAE RMC Technical Regulations 2013/14.

Only engines provided by and sealed by the official UAE Rotax Distributor or one of their official appointed Service Centres are eligible for use. See also 5.2.6.

## 3.4 – MAX AND MAX MASTER:

### 3.4.1 – Age Limits:

MAX

Age range 15yrs+

Competitors must be at least 15 years of age before being allowed to compete.

MAX Master

Age range 31yrs+

Competitors must be at least 31 yrs and have their 32<sup>nd</sup> birthday before or during 2014.

### 3.4.2 – Weight Limit:

Minimum weight of kart + driver (in full race gear) is **170** kg for both MAX and MAX Master classes.

### 3.4.3 – Numbers:

Yellow plate (22cm sides) with black numbers (at least 15cm high with 2cm stroke)  
Number requests must be confirmed by series organisers.

MAX

Range of numbers 200 to 249.

200 and 201 are reserved for last year's UAE RMC MAX Champion only.

MAX Master

Range of numbers 250 to 299.

250 is reserved for last year's UAE RMC MAX Master Champion only.

### 3.4.4 – Engines:

Engines as per UAE RMC Technical Regulations 2013/14.

Only engines provided by and sealed by the official UAE Rotax Distributor or one of their official appointed Service Centres are eligible for use. See also 5.2.6.

### 3.4.5 – Front Brakes:

Both 4-wheel braking systems and independent manual front braking are permissible.

## 3.5 – DD2 AND DD2 MASTER:

### 3.5.1 – Age Limits:

DD2

Age range 16yrs+

Competitors must be at least 16 yrs of age.

DD2 Master

Age range 31yrs+

Competitors must be at least 31 yrs and have their 32<sup>nd</sup> birthday before or during 2014.

### 3.5.2 – Weight Limit:

Minimum weight of kart + driver (in full race gear) is **175** kg

### 3.5.3 – Numbers:

Yellow plate (22cm sides) with black numbers (at least 15cm high with 2cm stroke)  
Number requests must be confirmed by series organisers.



DD2

Range of numbers 300 to 349.

300 and 301 are reserved for last year's UAE RMC DD2 Champion only.

DD2 Master

Range of numbers 350 to 399.

350 is reserved for last year's UAE RMC DD2 Master Champion only.

### 3.5.4 – Engines:

Engines as per UAE RMC Technical Regulations 2013/14.

Only engines provided by and sealed by the official UAE Rotax Distributor or one of their official appointed Service Centres are eligible for use. See also 5.2.6.

### 3.6 – OTHER CLASSES:

The AARKC Honda Challenge and the AARKC Bambino Class will both run alongside UAE RMC Race Meetings held at Al Ain Raceway and potentially other guest venues. These are Club classes operated under AARKC and do not enjoy National Championship status.

Each class has its own Championship Regulations which should be viewed separately:

- AARKC Honda Challenge Regulations 2013/14
- AARKC Bambino Regulations 2013/14

## 4 – ORGANISER'S SUPPLEMENTARY PROVISIONS

### 4.1 – TYRES:

#### 4.1.1 – Eligible Tyres:

Only the following tyres may be used:

- MOJO C2 – Micro MAX, Mini MAX
- MOJO D1 – Junior MAX
- MOJO D2 – MAX, MAX Master
- MOJO D3 – DD2, DD2 Master

In the exceptional event that insufficient quantities of these tyres are available, the organisers reserve the right to provide a suitable substitute tyre in consultation with ATC UAE. Competitors will be notified of any such changes in the Supplementary Regulations applying to the meeting.

#### 4.1.2 – Quantity of Tyres Permitted:

For each race event (from non-qualifying practice to the end of the Final), the maximum number of slick tyres, new or used, permitted is 2 complete sets (4 front, 4 rear).

#### 4.1.3 – Pre-Ordering of Tyres:

New tyres should be ordered in advance by completing the relevant section of the Race Entry Form according to individual requirements. These must be paid for with the Entry Fee (see 2.4)

Tyres may be available on race day but they will be subject to a premium so competitors are strongly advised to pre-order and prepay for tyres.

Note: competitors prepaying for the entire series must still submit Entry Forms on a round-by-round basis, detailing specific tyre requirements in accordance with 2.4.2

#### 4.1.4 – Tyre Fitting:

##### A. ADVANCE BY ORGANISER

Any competitor wishing to have tyres fitted to rims in advance by the Race Organisers must indicate this on the Entry Form. This is chargeable at AED 50 per set.

Competitors must ensure that one set of wheel rims (contained within a suitable tyre bag, designed for purpose and clearly labelled with the competitor's name and competition number on the outside) per set must be in the Organiser's possession no later than 14 days before the Race Meeting in question.

##### B. RACE DAY BY ORGANISER

Any competitor wishing to have tyres fitted by the Race Organisers on Race Day morning (up to the end of official practice) will be charged at AED 100 per set.

Any such requests will be dealt with on a first-come-first-served basis and will only be accommodated if sufficient resource is available.



### C. RACE DAY ALTERNATIVE

The Organisers warmly encourage competitors to develop the skills needed to fit their own tyres to rims but should at all times guard against using inappropriate substances to assist this process. Tyre soap is acceptable but should be applied to the tyre beads only. Competitors are reminded that the application of tyre softeners is against the rules and evidence of this or any other substance across the tread face of a tyre will inevitably result in disqualification from the Race Meeting and further sanctions.

#### 4.1.5 – Tyre Marking:

Each tyre, whether new or used, will be marked in advance by the Organisers. Additionally, the Chief Scrutineer will, at his discretion, mark these same tyres during Scrutineering. The markings will vary from race to race to reduce the possibility of falsification (cheating).

It is mandatory to use marked tyres during every session of the race meeting. Tyres will be checked for markings throughout the day.

It is the responsibility of the driver to ensure that he/she participates in all sessions with marked tyres. Any competitor found to be competing on tyres without the proper markings, or deemed by the Panel of Stewards to have deliberately attempted to falsify such markings in an attempt to gain an unfair advantage, will be excluded from the race and may be excluded from the entire meeting.

#### 4.1.6 – Tyre Collection:

According to pre-orders (see 4.1.3), batched and marked tyres will be made ready for collection at the time indicated in the Supplementary Regulations for the event. Competitors should double-check that each tyre is marked clearly and appropriately at the time of collection.

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO ENSURE THAT HE/SHE PRESENTS HIS/HER KART AT SCRUTINEERING WITH MARKED RACE TYRES. THE ORGANISERS HAVE PUT IN PLACE ARRANGEMENTS TO SUPPORT THE ADVANCE PREPARATION AND MOUNTING OF RACE TYRES. THE ORGANISERS CANNOT ACCEPT RESPONSIBILITY FOR INDIVIDUALS WHO IGNORE THIS PROVISION AND TURN UP ON RACE DAY UNPREPARED.

#### 4.1.7 – Tyre Replacement:

Tyres are usually available throughout the meeting in accordance with 4.1.2 and 4.1.3 but replacement tyres must be inspected and marked by the Chief Scrutineer before use. (See also 4.1.5).

#### 4.1.8 – Long-term Use:

Competitors wishing to use tyres over two or more rounds may do so by leaving them in the control of the Organisers at the end of the race meeting.

Each competitor wishing to use their marked tyres at future races will be obliged to do the following **BEFORE** the trophy presentation (30 mins after the last RMC class Final):

- (1) Remove race tyres from kart and place them in a suitable tyre bag (see 4.1.4). This can apply to a maximum of 2 sets of marked tyres from the race day.
- (2) Ensure that each bag is clearly and indelibly marked on the outside with the competitor name and number. In the case of 2 sets of tyres, the bags must be differentiable by indelibly labelling them "1" and "2" respectively.
- (3) Hand over the bagged tyres to the appropriate Al Ain Raceway representative.

These bagged tyres/rims will be kept in controlled conditions by the Organisers, re-marked and handed back to the competitor at the following round.

**Note:** During re-marking, the Organisers may employ chemical treatment detectors, e.g. tyre sniffers. If the Organisers suspect that a tyre has been treated or tampered with in any way, the tyres will be removed from use. If investigation reveals an underlying attempt to deliberately cheat, further action will be taken against the competitor or entrant in line with recommendations of the International Sporting Code through ATCUAE.

**Because of the advance preparation required to re-mark tyres for future race meetings, this provision will NOT be available for late entries. New tyres must be purchased from the race organisation.**



#### **4.2 – FUEL (SUBSTITUTION):**

In the interests of consistency and fair play any competitor at any time, at the discretion of the Senior Officials, may be asked to present his/her kart with fuel tank and all fuel lines empty. Premix petrol will then be supplied to that competitor for use in that race. Petrol will be from the local supplier/pump (95-98 octane lead free).

#### **4.3 – TRANSPONDER:**

##### **4.3.1 – Transponder Hire:**

Transponder hire will be charged at AED 200 per day and transponders will be distributed at signing on. A deposit will be required at the time of hire. This may be in the form of cash/cheque to the value of AED 1750, the competitor's valid Race Licence or another acceptable item of value as specified in the Supplementary Regulations.

The driver/entrant is liable for the full cost of the transponder (AED 1750) and clip (AED 50) in the event of any loss or damage sustained during the hire period, howsoever caused.

There are a limited number of transponders available for hire. These will be allocated as Entry Forms are received on a first-come, first-served basis.

Any entry received after all hire transponders are allocated will need to buy a transponder.

##### **4.3.2 – Transponder Purchase:**

Transponders are available for purchase at AED 1750 per unit. This includes charger, user manual and fixing kit. Please check in advance with the race organiser for availability.

##### **4.3.3 – Transponder Fitting:**

The transponder must be mounted in an approximately upright position (i.e. the "R" clip at the top) on the back of the seat.

It should be secured at a height of 25cm  $\pm$ 5cm. This height can be measured from the ground to any part of the transponder.

It is the driver's responsibility to ensure that the transponder is fitted securely and in the correct position at all times when racing. Failure to do so may result in either loss of the transponder or intermittent (or zero) function which, in turn, will lead to non-classification.

#### **4.4 – RECORDING EQUIPMENT:**

The use of personal kart/helmet mounted cameras will not be permitted. Exceptionally, and by special arrangement, drivers may be selected by the organisers to carry kart-mounted cameras during sessions. These will be fitted on the Pre-Grid and removed in Parc Fermé.

All footage will remain the intellectual property of Al Ain Raceway and ATC UAE. Tampering or interfering with the fitted equipment by a driver or team member is a sanctionable offence and will be referred to the Stewards and ATC UAE.

### **5 - TECHNICAL REGULATIONS**

#### **5.1 – GENERAL:**

The UAE RMC Technical Regulations 2013/14 also apply to the UAE RMC. Amendments may be made at anytime by AARKC in collaboration with ATCUAE by way of Competitor Bulletins or Event Supplementary Regulations which will be posted on the Official Notice Board at each event.

CIK Regulations apply to all safety issues except where otherwise stated.

Karts are only allowed to race if they are in a condition which meets CIK safety standards and if they comply with the regulations. They must be maintained in such a way as to not represent a danger to the driver or other participants/spectators.

Remember **"ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN."**

#### **5.2 – KARTS:**

##### **5.2.1 – Chassis:**

Chassis' with CIK 2006/2009/2012 Homologation and approved by Al Ain Raceway (in collaboration with ATC UAE) will be sanctioned to race. Rotax RM1 chassis' can only be used with all original components mounted.



Drivers will be allowed only one chassis per meeting. In the exceptional case of the chassis sustaining irreparable damage during the course of the meeting (i.e. in the opinion of the Technical Scrutineer it is neither safe nor practical to repair), at the discretion of the Clerk of the Course (in consultation with the Stewards), a replacement chassis may be used. This chassis must first be inspected and approved for use by the Scrutineers. Front brakes are admissible but optional in the MAX/MAX Master classes and mandatory in the DD2/DD2 Master classes.

#### **5.2.2 - Bumpers and Bodywork:**

Only CIK homologated bumpers and bodywork are legal to use.

#### **5.2.3 – Wet Race:**

In case of a "WET RACE" the following sentence of the CIK Technical Regulations 2.7.1.4 is NOT valid: "In the case of a wet race, side body work may not be located outside the plane passing through the outer edge of the rear wheels".

#### **5.2.4 – Rims:**

With the exception of Micro MAX and Mini MAX classes wheel rims must be fitted with a minimum of three bead retaining screws in line with CIK/FIA rules, Technical Regulations, Art.2.22.

#### **5.2.5 - Fuel Tank:**

No coverings may be placed on or around fuel tank, i.e. silver reflective foil.

#### **5.2.6 – Engines:**

Al Ain Raceway is appointed as the authorised Distributor for Rotax Kart Products in the United Arab Emirates, and is an authorised Service Centre and the only sealing authority.

Only genuine Rotax components that are specifically designed and supplied for the FR125 MAX, FR125 Junior MAX and 125 MAX DD2 engines are legal. These Rotax parts must be obtained from Al Ain Raceway.

Only engines sealed by Al Ain Raceway will be deemed legal.

Any engines without a valid Al Ain Raceway seal and accompanying "Rotax Engine Identity card" issued by Al Ain Raceway will not be permitted for use.

Loss of the "Rotax Engine Identity card" will necessitate a replacement and an accompanying fine of AED 500.

A AED 250 penalty will be imposed on any driver who is unable to present his/her Rotax Engine Identity Card during a race event when asked to do so by one of the Officials.

A maximum of TWO engines per driver per meeting will be allowed.

In exceptional cases, (e.g. engine(s) submitted at Scrutineering experience technical failure) drivers may have the option of using a third engine but this is at the discretion of the Clerk of the Course in consultation with the Stewards and the event organisers.

Engines originating from anywhere other than Al Ain Raceway will be rejected and not permitted for use. Engine seals may only be removed/replaced by Al Ain Raceway.

Engines with a broken or invalid seal may not be used. In the unlikely event of a broken seal, the seal must remain attached to the engine for inspection to be made by Al Ain Raceway.

IF AL AIN RACEWAY SUSPECTS THAT AN ENGINE HAS BEEN TAMPERED WITH, THAT ENGINE WILL BE EXCLUDED FROM COMPETITION AND WILL NOT BE RE-SEALED UNDER ANY CIRCUMSTANCES.

#### **5.2.7 – Spark Plugs**

The only spark plugs acceptable are Denso Iridium IW (27, 29, 31).

#### **5.2.8 – Position of MAX and Junior MAX Intake Silencer:**

The intake silencer must be installed in its original position by using the support bracket mounted on the intake manifold. It is not permitted to position the intake silencer differently.





### 5.2.9 - Fuel Pump:

For FR125 MAX, FR125 Junior MAX, FR125 Mini MAX and FR125 Micro MAX the fuel pump must be located on the air box support bracket.

### 5.2.10 – Chain Guard:

In all categories without a gearbox, a chain guard is compulsory and must be an effective protection over the top and both sides of the exposed chain and sprocket, and extend to at least the lower plane of the rear axle.

### 5.3 – 'ALL ENGINES EQUAL' BUYOUT SCHEME:

In the interests of promoting fair play and eliminating any murmurings of discontent, all competitors are bound to accept the 'All Engines Equal' buyout scheme. The simple concept is that competitor 1 at any time has the right to buy the engine of competitor 2 and competitor 2 is then obliged to sell it.

#### 5.3.1 – Procedure:

The procedure is as follows:

- (1) During a race meeting, a competitor (buyer) shall formally advise the Chairman of the Stewards in writing that they wish to buy the engine of another competitor (seller). This signed, written statement must include all details relevant to the engine in question and details of both competitors (buyer and seller). It must be submitted in person before the end of the Final race and MUST be accompanied by a **non-refundable** cash amount as listed below:
  - 125 MAX DD2 AED 19,000
  - 125 MAX AED 18,000
  - 125 JUNIOR MAX AED 17,000
  - 125 MINI MAX AED 17,000
  - 125 MICRO MAX AED 14,000
- (2) At the conclusion of the Final race, the specific kart/engine will be detained in Parc Fermé. Once the Chief Scrutineer has completed his technical checks, he will invite one technical representative from both buyer and seller into Parc Fermé. The buyer's representative will be responsible for removing the seller's engine under the scrutiny of the seller's representative.  
*For clarification, 'engine' includes all parts within the engine casing plus spark plug and lead, ignition coil, clutch, exhaust manifold, starter motor, carburettor and exhaust valve assembly (MAX and DD2 only). It does not include engine mount, fuel pump, exhaust system, radiator, air box, battery, cable harness, buttons or switches.*
- (3) The seller's engine will then be installed on the buyer's kart by the buyer's technical representative and started to ensure proper function while still in Parc Fermé. The seller will be obliged to hand over the Engine ID card to the buyer.
- (4) The seller will be provided with a brand new engine (with accompanying ID Card) of the latest available specification, with full manufacturer's warranty. The seller's technical representative will assume responsibility for the engine's installation and will have the option of completing this in Parc Fermé. Additionally the seller will be handed a compensatory 'inconvenience' payment of AED 4,000 by the Organisers.

#### 5.3.2 – Conditions:

The above procedure must be followed in full and within the correct time parameters. It is strictly first come, first served. In the case of more than one application for the same engine, priority will be given to the individual who completes item 1 of the above procedure first.

The Chairman of the Stewards will be obliged to hold such funds and information in trust until the end of the Final race.

The engine buyout cannot be enforced before the Final race.

The buyer must be a registered member of AARKC and the 'All Engines Equal' buyout scheme can only be applied towards 'sellers' with the same engine type as the applicant.

ANY COMPETITOR FAILING TO OBSERVE THE SELLER'S ROLE WILL BE DISQUALIFIED FROM THE RACE MEETING AND WILL NOT BE ALLOWED TO TAKE ANY FURTHER PART IN THE SERIES ON THE GROUNDS OF UNSPORTING BEHAVIOUR.



#### 5.4 – CARBURETTOR BUYOUT SCHEME:

The principle is that a competitor is, at any time, entitled to buy the carburettor of another competitor.

##### 5.4.1 – Procedure:

The procedure is as follows:

- (1) During a race meeting, a competitor (buyer) shall formally advise the Chairman of the Stewards in writing that they wish to buy the carburettor of another competitor (seller). This signed, written statement must include details of both competitors (buyer and seller) and the exact time of submission. It must be submitted in person before the end of the Final race and MUST be accompanied by a **non-refundable** cash amount of AED 1500.00.
- (2) At the conclusion of the Final race, the specific kart will be detained in Parc Fermé and the carburettor removed by the Organisers once the Chief Scrutineer has completed his technical checks. It will then be given to the buyer.
- (3) The seller will be provided with a brand new carburettor by the race organisers.

##### 5.4.2 – Conditions:

The above procedure must be followed in full and within the correct time parameters. It is strictly first come, first served. In the case of more than one application for the same carburettor, priority will be given to the individual who completes item 1 of the above procedure first.

The Chairman of the Stewards will be obliged to hold such funds and information in trust until all karts from the class concerned have left the Pre-Grid for the Final race.

The carburettor buyout cannot be enforced before the Final race.

The buyer must be a registered member of AARKC and the Carburettor buyout scheme can only be applied towards 'sellers' with the same engine type as the applicant.

ANY COMPETITOR FAILING TO OBSERVE THE SELLER'S ROLE WILL BE DISQUALIFIED FROM THE RACE MEETING AND WILL NOT BE ALLOWED TO TAKE ANY FURTHER PART IN THE SERIES ON THE GROUNDS OF UNSPORTING BEHAVIOUR.

## 6 - SAFETY EQUIPMENT

All safety wear (helmet, gloves, boots, race suits) must be approved under the CIK Karting Technical Regulations, Article 3.

### 6.1 – Crash Helmet:

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

Helmets must comply with the below standards for drivers under 15yrs:

Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)

Helmets must comply with the below standards for drivers 15yrs +:

Snell Foundation K98, SA2000, K2005, SA2005, K2010, SA2010 and SAH2010

Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007)

**British Standards Institution BS6658-85 A-type and type A/FR are no longer permitted.**

Dark visors are only permitted during daylight hours. Clear visors are mandatory after sunset.

### 6.2 – Race Suit:

Fabric overalls must have a "Level 2" homologation granted by the CIK-FIA, bearing in a visible way the CIK-FIA homologation number. They must cover the whole body, legs and arms.

Overalls remain valid 5 years after their date of manufacturing and the homologation (period during which they can be produced) is valid for 5 years.

Leather overalls complying with the standards defined by the FIM are authorised. However, any competitor wearing leather overalls in UAE heat is liable to become a laughing stock and will not be helped out of the kart at the end of the race.

### 6.3 – Gloves:

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



#### **6.4 – Boots:**

Boots must be in good condition and must cover and protect the ankles.

#### **6.5 – Fire Extinguisher:**

Competitors are required to have a fully serviceable fire extinguisher according to the ATC UAE (CIK-FIA) minimum recommended standard. This must be indelibly marked to identify the competitor and must be presented for inspection at Scrutineering.

### **7 – REGULATORY AMENDMENTS**

Al Ain Raceway Kart Club 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 Competitors' Bulletins at Race Meetings.

### **8 - ADVERTISING ON KARTS, OVERALLS AND HELMETS**

Competitors will be obliged to carry official RMC stickers and sponsor logos on their karts, race suits and helmet. Any such advertising material will be provided by the Organisers along with instruction on positioning as necessary.

Competitors are responsible for the presentation and preservation of sponsor stickers/logos. The organiser will provide 1 complete set of logos to each competitor free of charge. Lost/damaged stickers must be replaced at the expense of the competitor.

Competitors may be required to remove decals/stickers and other advertising which may conflict with the series sponsors.

Competitors may be required to take part in further promotional activities at the rounds or the prize giving.

Prize winners may be obliged to wear a sponsor cap, if supplied by Race Organiser, during the award presentation. All drivers receiving awards at the post-race presentation should wear their race suit (zipped up with collar fastened) and race boots.

Failure to comply with the Organiser's instructions could lead to exclusion from the results/event.

### **9 – 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 during the Race Meeting, drivers may use the track only and must at all times observe the dispositions of the 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 during 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. If the driver is unable to remove the kart from a dangerous position by driving it, it is the Marshals' duty to help him; however, if the kart restarts as a result of such help, it will be excluded from the classification of the Qualifying Practice or the Race in which this help was provided. The driver may not receive any outside help on the track during the running of a Race. Except for medical or safety reasons, the driver must stay close to his kart until the end of the Race.
- F. Any repairs with tools are banned outside the Repairs Area. It is forbidden to take any tools and/or spare parts on board the kart. The driver can receive help only in the Repairs Area determined by the Supplementary Regulations or during the Briefing.
- G. Except in cases expressly provided for by the Regulations or by the Code, no one except the driver is authorised to touch a stopped kart before reaching the scales.
- H. When the track is closed by the Race Direction after the Qualifying/Race finish (until all concerned karts, whether they are mobile or not, have arrived at the scales or at the Parc Fermé) no one is allowed to access the track, with the exception of Marshals carrying out their duties and of drivers when they are driving.
- I. A speed limit of 5mph is imposed in the pit lane at all events. Any driver deemed to be exceeding this speed limit will be liable to sanctions provided for in the Regulations.
- J. If a driver is involved in a collision, he/she must not leave the circuit without the Stewards' agreement.
- K. No driver may leave the Parc Fermé Area without permission from the Chief Scrutineer.
- L. 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.
- M. 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.
- N. In each session of the Race Meeting, drivers must at all times wear the full equipment defined under Article 6 of these Regulations (and Article 3 of the CIK-FIA Technical Regulations).
- O. It is forbidden to circulate with motorbikes, scooters or any other motorised devices in the Paddock. This applies to skateboards, push-bikes/scooters, Segways, wheelbarrows, pogo-sticks and other such equipment by extension. Space hoppers are permitted.  
The driving of karts in the Paddock Area is forbidden under all circumstances.
- P. 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 or Clerk of the Course in collaboration with the Chairman of the Stewards. 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.
- Q. It is the Entrant's responsibility to ensure that all persons concerned by his/her Entry observes all the provisions of the Code, the Technical Regulations and the Sporting Regulations. If an Entrant is unable to be present in person at the event he/she must nominate a representative in writing. The person having charge of an entered kart during any part of an event is responsible jointly with the Entrant and/or separately for ensuring that the provisions are observed.
- R. Entrants must ensure that their karts comply with the conditions of conformity and safety throughout the Event. The presentation of a kart for scrutineering will be deemed an implicit statement of conformity.



## 10 – 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.

## 11 – INCIDENTS

An "Incident" means a fact or a series of facts involving one or several drivers (or any Driver's action reported to the Stewards by the Clerk of the Course or noted by the Stewards and reported to the Clerk of the Course for investigation), who:

- provoked the stopping of a race in application of article 142 of the code,
- violated these Sporting Regulations or the Code,
- jumped the start,
- did not respect flag signalling
- caused one or several karts to take a false start
- caused a collision
- forced another driver out of the track
- illegally prevented a legitimate passing manoeuvre by a driver
- illegally impeded another driver during a passing manoeuvre
- leaving or working on their kart in a dangerous position

The Stewards shall inflict a time or position penalty on any driver having caused an incident. If the incident was caused during a qualifying practice session, they shall proceed to the cancellation of the three fastest times which he/she achieved in the session concerned. However, considering its serious nature, the stewards may decide, instead of (or as well as) the time/position penalty, of a sanction among those provided for in the penalty scale of Article 153 of the Code.

Typical penalty scenarios can be seen in Article 12.



## 12 – PENALTY CATALOGUE

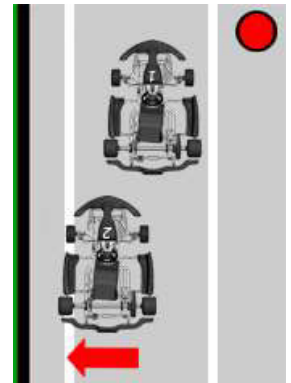
### A. FALSE START

TYPE A – A kart on the formation lap approaching the start line has two wheels on or outside the tram lines before the red lights are switched off to start the race (as depicted by kart number 2 in the right illustration).

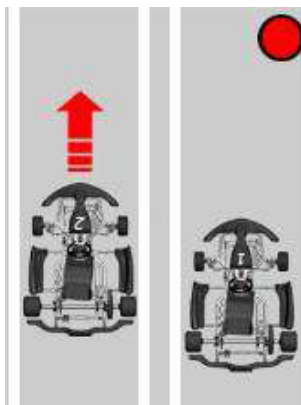
**Penalty:** 3 seconds

TYPE B – A kart on the formation lap approaching the start line has all four wheels outside the tram lines before the red lights are switched off to start the race.

**Penalty:** 10 seconds



### B. JUMP START



A **JUMP-START** is when a kart or karts have accelerated prematurely before crossing the yellow acceleration line and/or before the red race start lights have been switched off, thereby gaining an unfair advantage (as depicted by kart number 2 in the left illustration).

**Penalty:** 10 seconds

Note: The penalty may be applied against the offending driver(s) even if the start is aborted and declared a "FALSE START". This is at the discretion of the Clerk of the Course.

If one driver is guilty of causing multiple false starts then the race direction may apply a penalty at their discretion which could be relegation to the back or a time penalty as specified above.

### C. CUTTING-IN

This is where a kart (kart number 1 in the illustration) is positioned on the outside of kart 2 and either partially/completely cuts across the racing line of, or otherwise impedes, kart 2 during a legitimate overtaking manoeuvre. This applies to the corner entry, apex and exit.

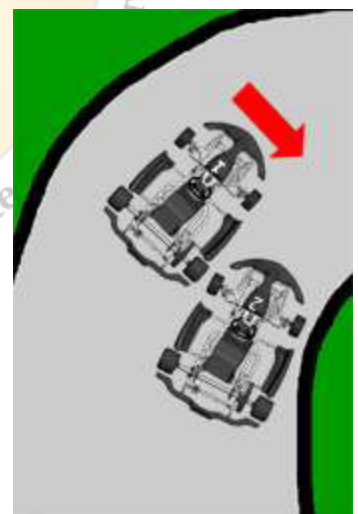
For 'cutting in' to be considered, kart 2 must be positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the right illustration).

An advantage is gained if (either/or):

- Kart 2 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
- Kart 2 suffers damage which results in a loss of position or is forced to retire from the race on the same lap.
- Kart 1 maintains his/her position when he/she would have otherwise lost it.

**Penalty (no advantage gained):** 10 seconds

**Penalty (advantage gained)** Either 10 seconds or up to 10 positions



Note: The penalty shall be applied irrespective of whether there was any contact between the karts or not.

#### D. DIVING UP THE INSIDE

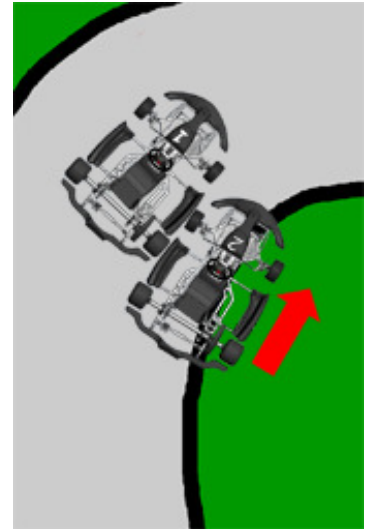
This is where a kart (*kart 2 in the illustration*) attempts to overtake kart 1 on the inside despite there being insufficient track space available (including the inner kerbs and areas outside the track limits) to safely complete the manoeuvre. The position of each kart relative to each other is irrelevant.

An advantage is gained if (either/or):

- Kart 2 gains a position
- Kart 1 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
- Kart 1 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

**Penalty (no advantage gained):** 10 seconds  
**Penalty (advantage gained)** Either 10 seconds or up to 10 positions

Note: The penalty shall be applied irrespective of whether there was any contact between the karts or not and regardless of whether the overtaking manoeuvre was completed or not.



#### E. CROWDING, PUSHING or SQUEEZING

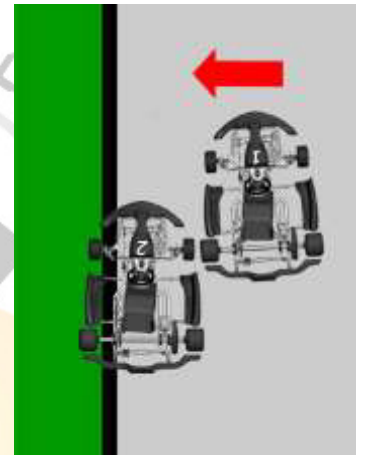
This is where one kart (*kart 1 in the right illustration*) forces kart 2 wide towards the track limits or partially/completely beyond the track limits.

The proviso is that kart 2 is positioned so that its front wheels are at least alongside the rear wheels of kart 1 (as depicted in the illustration).

An advantage is gained if (either/or):

- Kart 1 maintains his/her position when he/she would have otherwise lost it.
- Kart 2 suffers a loss of position or fails to finish as a direct consequence of the manoeuvre.
- Kart 2 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

**Penalty (no advantage gained):** 10 seconds  
**Penalty (advantage gained)** Either 10 seconds or up to 10 positions



#### F. BUMPING or CONTACT

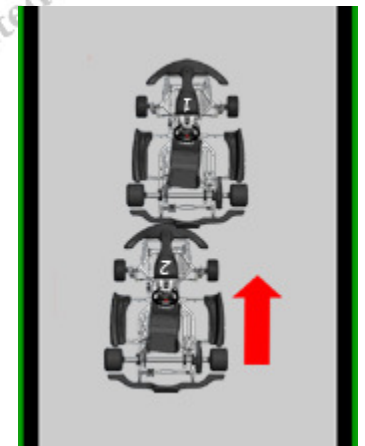
This is where one kart (*kart 2 in the right illustration*) causes avoidable contact with another kart (involving either front to rear or side-to-side impact).

Only the consequences of the impact are relevant in judging whether an advantage has been gained or not. The severity of the impact is largely inconsequential.

An advantage is gained if (either/or):

- Kart 2 gains a position and the previous order is not restored during the same lap.
- Kart 1 suffers a loss of position or fails to finish as a direct result of the contact.
- Kart 1 suffers damage resulting in (a) loss of position(s) or is forced to retire from the race on the same lap.

**Penalty (no advantage gained):** Warning  
**Penalty (advantage gained)** Either 10 seconds or up to 10 positions



### G. SHORT-CUTTING OR EXCEEDING CIRCUIT LIMITS

This is where one kart (kart 2 in the right illustration) exceeds the track limits completely and returns to the racing surface at a different point further along the track either via a shorter distance or with greater speed as a result of the breach (e.g. utilising run-off areas to gain time). The reasons for leaving the track are irrelevant.

An advantage is gained if (either/or):

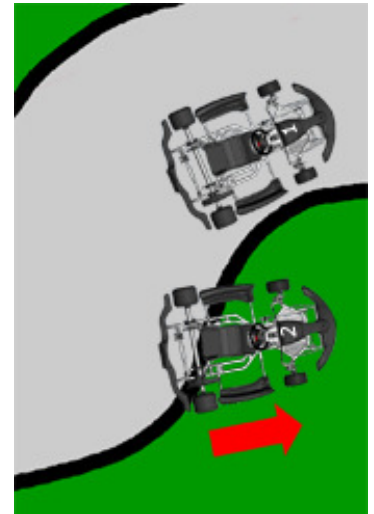
- Kart 2 gains a position and/or time which cannot be redressed during the same lap.
- Kart 2 maintains his/her position when he/she would have otherwise lost it.
- Another kart is impeded or otherwise handicapped by a kart re-joining the circuit after exceeding the track limits.
- Another kart suffers (a) loss of position(s) or is forced to retire from the race as a direct result of the re-entry of a kart which has exceeded the track limits.

**Penalty (no advantage gained):**

Warning

**Penalty (advantage gained)**

Either 10 seconds or up to 10 positions



### H. WEAVING or BLOCKING

This is where a kart (kart 1 in the right illustration) changes its lateral position / racing line on a straight by more than a kart's width, twice or more.

The distance between the karts involved and whether the chasing kart would have been able to complete an overtaking manoeuvre is irrelevant.

An advantage is gained if (either/or):

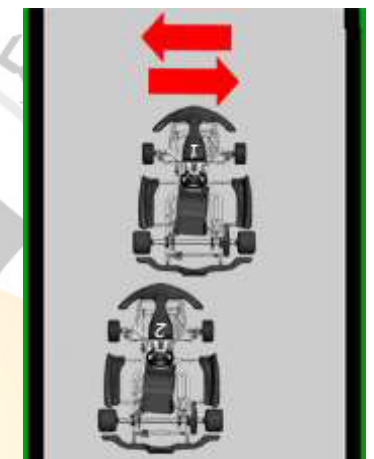
- Kart 1 maintains his/her position when he/she would have otherwise lost it.
- Kart 1 performs such a manoeuvre more than once during the same race.

**Penalty (no advantage gained):**

Warning

**Penalty (advantage gained)**

Either 10 seconds or up to 10 positions



### I. TECHNICAL INFRINGEMENT

This occurs when a kart and/or engine does not meet the stipulated technical regulations or specifications.

It is irrelevant if the technical infringement was discovered before, during or after a qualifying session or a race, and whether the technical infringement would have led to any advantage being gained.

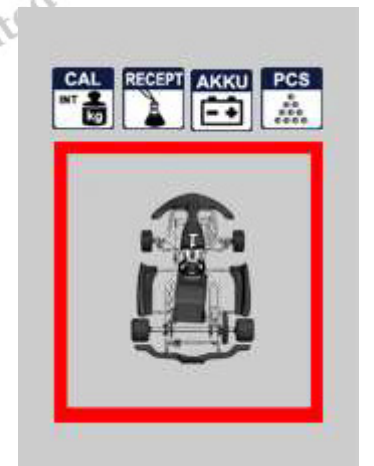
Only the condition and specification of the kart / engine at the time of the official examination will be considered.

Typical examples of a technical infringement might include:

- Being underweight
- Using incorrect fuel, oil, coolant etc.
- Using modified parts
- Use of unmarked tyres.

**Penalty:**

Exclusion





## J. FORMATION LAP OFFENCES

- (i) A kart on the formation lap improves its starting position after having crossed the red formation line and before the start signal is given (as depicted by kart number 2 in the right illustration).

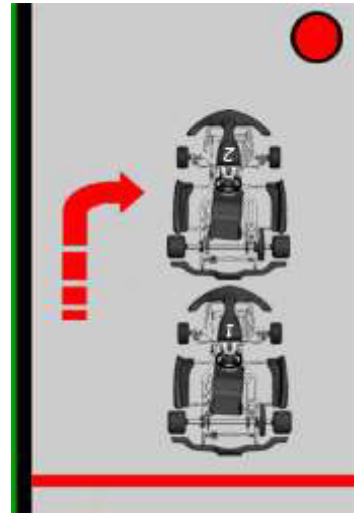
**Penalty:** Exclusion

- (ii) A kart on the formation lap attempts to regain its original position after leaving the Pre-Grid last (see Article 2.8.2).

**Penalty:** Exclusion

- (iii) A kart on the formation lap attempts to regain its original position after an unspecified delay (spin or technical issue) results in the driver being overtaken by all other karts (see Article 2.8.3).

**Penalty:** Exclusion



## K. IGNORING FLAG SIGNALS

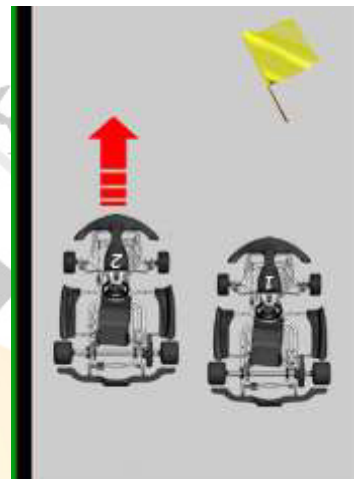
This is self-explanatory and is when a driver fails to observe the requirements of a particular flag being displayed by race officials.

The type of flag and the reason(s) why the flag was not obeyed is irrelevant along with whether any advantage was gained or not.

Typical examples of ignoring flag signals might include:

- Overtaking under a yellow flag (as depicted by kart number 2 in the right illustration).
- Continuing to race after receiving a black/orange or black flag.
- Failing to comply with the blue flag requirements when being lapped.

**Penalty:** Exclusion



### **NOTE:**

The above examples provide a guide as to how penalties are applied to competitors for specific offences. However, each incident must, by necessity, be judged on its own merits and additional penalties may be applied by the Senior Officials as they deem fit, with harsher penalties likely for repeat offenders.

Where appropriate penalties cannot be applied to the session/race in which the offence occurs the Senior Officials reserve the right, at their sole discretion, to carry forward a representative penalty to the driver's next session, race or event. This may involve invoking grid place penalties or alternative sanctions as circumstances dictate.

In all cases, the Clerk of Course / Stewards will formally notify the driver of the offence, the resulting penalty decision and the intention to carry forward the penalty to his/her next session, race or event.