



Alain Raceway

AL AIN RACEWAY KART CLUB 2010/11 [AARKC HONDA CHAMPIONSHIP] Series Sporting Regulations Version 24.09.10

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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 Championship" will consist of 7 rounds running alongside the AARKC Rotax Max Challenge race meetings held at Al Ain Raceway. The Series and its events shall be run in accordance with the requirements of Al Ain Raceway.

2 – INFORMATION SPECIFIC TO THE CHAMPIONSHIP

2.1 ORGANISER:

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: 01 October 2010
Round 2: 26 November 2010
Round 3: 03 December 2010
Round 4: 07 January 2011
Round 5: 04 March 2011
Round 6: 08 April 2011
Round 7: 09 April 2011 – Festival

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 the Al Ain Raceway staff.

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

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

AUTHORISED DISTRIBUTOR
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2.4.2 - Dates:

As per articles 2.2, 2.3, Supplementary Regulations and a schedule of each event will be issued 7 days in advance.

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:

AARKC HONDA CHAMPIONSHIP (no joining fee or membership is required)

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

Advance payment # AED 2100

Covers Entry Fees for all 7 rounds (total value AED 2800)

Deadline for advance payment Friday 1st October 2010

OPTION 2 – PAY EARLY, PAY LESS (SAVE 12.5%)

Race Entry Fee AED 350Δ (per round)

Δ *Payment must be received by Al Ain Raceway at least 7 days before the event date*

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

Race Entry Fee AED 400 (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. card holder present). Please note that, regrettably, credit card payments cannot be accepted over the phone, even as security.

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

Contact Al Ain Raceway for bank details (see article 2.1).

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 01/10/10 to compete in the series.

Exceptions will be considered by the series organisers for drivers who are under this age but are in possession of a valid National Kart Licence issued by an AARKC approved organising body.

3.2 – RACE MEETING FORMAT:

Each race meeting consists of:

Registration
Driver's Briefing
Non-Qualifying Practice
Qualifying

Pre-Final
Final
Award presentation

3.2.1 – Registration:

Driver registration will commence at the beginning of the event 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). Drivers without their own race suit will be issued with one courtesy of Al Ain Raceway (this must be returned after use).

Any driver not signing in during the allocated registration window will not be permitted to race. If you require use of a locker, you will be required to handover a valid identification in exchange.

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 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.

Any driver who is absent will gain a penalty and may be prevented from racing altogether, with no refund.

This is without exception.

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:

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.

3.2.5 – Pre-Final:

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.

3.2.6 – 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.

3.2.7 – Award Presentation:

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

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.

4 – ADDITIONAL RACE RULES/PROCEDURES:

4.1 – STARTING PROCEDURES:

4.1.1 - General:

Starts may be of standing or rolling type at the discretion of the officials of the meeting.

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 in position on the Pre-Grid 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 stick together in two 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 2nd position should stay alongside during this lap. Drivers must not break formation before during this lap.

Erratic weaving (zig-zags) is prohibited. Offending drivers will be penalised.

Should a driver encounter a problem or lose control of their kart during the Formation Lap, the driver must raise an arm and wait for the field to pass before attempting to rejoin. 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.

If the kart cannot be restarted quickly by a member of the Track team, it will be removed from the track to a place of safety and the driver may miss the race. If the Senior Officials decide that the driver was not at fault then a replacement Kart may be provided.

4.1.4 - Race Start:

During the Official Driver's Briefing the Race Director will inform drivers of the type of start:

▪ Rolling Start:

Drivers must approach the start line at a steady and even pace as dictated by the front row. If the starter is happy with the formation, the red lights will be on to indicate that the race is under starter's orders.

Once the red lights go out the race is under way but there should be no overtaking (breaking of formation) before the start line. Time penalties will be applied to drivers who are out of sequence at the 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 approach and raised to indicate a start. If the flag is not raised, the race has not started.

▪ Standing Start:

Drivers will line up on the starting grid in the pre-assigned order under the direction of the Start Marshal (except in case of relegated driver (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 Clerk of the Course will provide clear instruction on this during the Official Driver's Briefing. The following procedures shall apply:

(a) If 25% race distance or less has been completed by the leader, the race will either be re-run in its entirety or abandoned in which case the result becomes null and void.

(b) If more than 25% but less than 75% of the race has been completed by the leader, the Clerk of the Course shall, at his discretion, decide to:

1. 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.
2. 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. The starting order for the second part of the race shall be the order of the last full lap completed by the leader before the race was stopped. 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.]

(c) 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:

After receiving the chequered flag all karts must proceed directly to the Pit Lane under yellow flag conditions.

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 walking/standing drivers and officials.

Any driver deemed to be speeding in the pits by the officials will receive a penalty at the discretion of the Senior Officials.

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 Senior Officials.

4.6 – UNSPORTING CONDUCT:

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

Karting is a 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 Senior Race Officials 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/Clerk of the Course as soon as possible after the race.

Any lack of respect shown for series organisers, promoters and sponsors will be dealt with harshly.

5 – POINT SCORING:

5.1 – OVERALL SCORE:

Championship points are only awarded for Pre-Final and Final placings at each Round.

In case a Pre-Final 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 5.4).

5.2 – PRE-FINAL:

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.

5.3 – FINAL:

Points awarded as follows:

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

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

5.4 – 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 3 Rounds in order to receive these "support" points.

5.5 – 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, teams may face further penalties including, but not limited to, points deductions and exclusions from race or championship with no refund.

5.6 – DID NOT START (DNS):

Any competitor not taking the starting signal (whether start lights or national flag) will be considered as a DNS. For Pre-Final and Final this results in 0 point score.

5.7 – NON 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 either a Pre-Final or Final, the number of points awarded will be determined by the driver's classified position.

6 – KARTS:

The AARKC Honda Championship series 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 or Assistant Race Director.

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.