



AL AIN RACEWAY KART CLUB CHAMPIONSHIP 2008 [UAE ROTAX MOJO MAX CHALLENGE 2008] Series Sporting Regulations Version 01.01.08

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 shall be run in accordance with the requirements of ATC UAE (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, Chapter 2 of the International Karting Regulations, the Rotax Max Challenge Sporting Regulations 2008, Version 18.10.2007, the Rotax Max Challenge Technical Regulations 2008 Version 10.01.2008, Technical Regulations applying to each class of the AARKC, these Sporting Regulations and the Supplementary Regulations of each Event of the Series). All the parties concerned (FIA, CIK-FIA, ATCUAE, Pro Motorsports, Al Ain Raceway, Dubai Kartdrome 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

Pro Motorsports
Al Ain Raceway
P.O.Box 85393
Al Ain
U.A.E
Phone: +971 (0) 3 768 8200
Fax: +971 (0) 3 768 8556
E-mail: sales@alainraceway.com
Web: www.alainraceway.com

2.2 - DATES / EVENTS

Round 1:	08 Feb 2008	Dubai Kartdrome
Round 2:	14 Mar 2008	Al Ain Raceway
Round 3:	04 Apr 2008	Dubai Kartdrome
Round 4:	02 May 2008	Dubai Kartdrome
Round 5:	09 May 2008	Al Ain Raceway
Round 6*:	23 May 2008	Al Ain Raceway

* Possible night race

2.3 - PROVISIONAL INFORMATION OF THE MEETING

According to each circuit license and event permit, sanctioned by ATC UAE (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.
Karts may only be driven on the circuit and pit lane. It is strictly forbidden to drive karts in other areas including, but not limited to, the car park.
The use of motorbikes, scooters or other motorized devices in the paddock is prohibited.
Owner driver test sessions are not part of the Al Ain Raceway Kart Club Championship. 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 8200
Fax: +971 (0) 3 768 8556
E-mail: sales@alainraceway.com

2.4.2 - Dates:

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

2.4.3 - Receipt:

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

2.4.4 - Restriction:

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

2.4.5 - Fees:

Membership Fee	AED 300 (annual registration)
Race Entry Fee	AED 300 (members)
	AED 400 (non-members)

2.5 – COMPETITION REQUIREMENTS:

2.5.1 – Kart Licence:

Entrants/drivers must be in possession of a valid National Kart Licence issued by the ATCUAE (ASN), or an equivalent licence issued by the ASN of a GCC country. If the entrant is other than the driver then the entrant must hold a separate valid Entrant Licence issued by the ATC UAE or an ASN of a GCC country.

All foreign competitors holding a licence issued within the GCC other than the ATC 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.

Competitors outside the GCC with a National or International Kart Licence issued by a recognised ASN may compete but not score Championship points within the AARKC Championship or UAE RMC. Any applications received that apply to this regulation must apply in advance to the ATC UAE for approval and, if approved, must gain the required “Start Permission” from the Licence-issuing ASN.

Only UAE residents are eligible to qualify for the Rotax Max Challenge Grand Finals 2008.

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.

2.5.2 – 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.

2.6 – RACE MEETING FORMAT:

Each race meeting consists of:

- Signing on
- Scrutineering
- Non-Qualifying Practice
- Qualifying
- Heat
- Pre-Final
- 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 will not be permitted to take part in the race meeting.

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.

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 – 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 will result in exclusion from the remainder of the meeting.

2.6.4 – 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.

2.6.4 – Heat:

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 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.

2.6.5 – 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 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.

2.6.6 – 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 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.

2.6.7 – 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 st place only
4-6 competitors	1 st and 2 nd place only
7+ competitors	1 st , 2 nd and 3 rd places.

Results do not become official until 30 minutes “protest time” has elapsed without objection so trophies will not be presented before the conclusion of this period.

Prize winners are to ensure that race suits are worn and zipped up with collar closed.

2.7 – POINT SCORING:

2.7.1 – Overall Score:

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

At the conclusion of the season, each driver must drop his/her worst Pre-Final and worst Final results to determine an ultimate Championship total. This 'dropped result' rule can also apply to non-attended rounds. Any points penalty incurred by disqualification or exclusion from a Pre-Final or Final race is not eligible for deduction.

In case a Pre-Final or Final is cancelled because of "force majeure," no points will be awarded.

During Pre-Finals and Finals with less than 9 competitors in class, only half 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.

2.7.2 – Pre-Final:

Points awarded as follows:

1 st place	34 points
2 nd place	33 points
3 rd place	32 points
4 th place	31 points
5 th place	30 points

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

2.7.3 – Final:

Points awarded as follows:

1 st place	55 points
2 nd place	52 points
3 rd place	50 points
4 th place	49 points
5 th place	48 points

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

2.7.4 – Non-finish (DNF):

In the case of a DNF in either a Pre-Final or Final, the number of points awarded equates to 5 points less than the last place finisher (2.5 points less in the case of a half point race).

2.7.5 – Non-starter (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.

2.7.6 – Penalties:

Drivers receiving a black flag will receive no points.

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).

Any competitor black flagged during a Pre Final or Final may not deduct this particular result from their Championship total.

Penalties will apply under CIK regulations.

2.7.7 – Bonus Points:

1 bonus point is awarded to each driver starting a Final.

Each competitor must compete in at least 4 Finals in order to receive bonus points.

2.8 – STARTING PROCEDURES:

2.8.1 – General:

All starts shall be rolling type. The regulations for “Rolling starts for karts with clutches and without gearboxes” of the CIK-FIA general regulations apply for all the classes competing in the Al Ain Raceway Kart Club Championship 2008.

Kart trollies 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.

2.8.3 – Formation Lap:

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

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 2nd position should stay alongside during this lap.

Drivers must not break formation before crossing the start line (see 2.8.4).

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

Any competitor unable to start the Formation Lap due to a technical problem on the Pre-Grid must raise his/her arm. Once all other karts have left the grid, his/her mechanic will be allowed to make an attempt to rectify the problem. If this can be done quickly, the driver may only enter the circuit at the discretion of the Officials. He/she may only join the Formation Lap at the back of the field and must not try to regain his/her grid position.

Should a technical problem arise during the Formation Lap, the driver must raise an arm and wait for the field to pass before attempting a restart. 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, it must be removed from the track to a place of safety.

2.8.4 – Race 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.

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.

2.8.6 – Jump Start:

A jump start will be deemed to have occurred if an unfair advantage is gained through premature acceleration or when a driver crosses the start line ahead of their prescribed grid position.

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

2.9 – RACE STOPPAGE:

Should a race be stopped by the display of red flags, 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:
 - i. 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.
 - ii. 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 unlap 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.

- 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.

2.10 – RACE FINISHING PROCEDURES:

After receiving the chequered flag all karts must proceed directly to the scales (and Parc Fermé) without stopping, without giving or receiving any object whatsoever and without any assistance (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.

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.

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 – JUNIOR MAX:

3.1.1 – Age Limits:

Age range 11-16yrs

Competitors must have their 12th birthday before 31/12/08 and their 16th birthday after 31/12/07

3.1.2 – Weight Limit:

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

3.1.3 – Numbers:

Yellow plate with black numbers (size as per CIK-FIA spec)

Range of numbers 1 to 99.

1 is reserved for last year's UAE RMC Junior MAX Champion only. Number requests must be confirmed by series organisers.

3.1.4 – Engines:

Engines as per Rotax Max Challenge Technical Regulations 2008 Version 10.01.2008.

Only engines provided by and sealed by Pro Motorsports (the official UAE Rotax Distributor) are eligible for use

3.2 – MAX:

3.2.1 – Age Limits:

Age range 15yrs+

Competitors must have their 16th birthday before 31/12/08

3.2.2 – Weight Limit:

Minimum weight of kart + driver (in full race gear) is **165 kg**

3.2.3 – Numbers:

Yellow plate with black numbers (size as per CIK-FIA spec)

Range of numbers 101 to 199.

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

3.2.4 – Engines:

Engines as per Rotax Max Challenge Technical Regulations 2008 Version 10.01.2008.

Only engines provided by and sealed by Pro Motorsports (the official UAE Rotax Distributor) are eligible for use

3.2.5 – Front Brakes:

A notable alteration to this year's Technical Regulations is the endorsement of front brakes in both MAX and MAX Master classes.

3.3 – MAX Master:

3.3.1 – Age Limits:

Age range 31yrs+

Competitors must have their 32nd birthday before or during 2008

3.3.2 – Weight Limit:

Minimum weight of kart + driver (in full race gear) is **170 kg**

3.3.3 – Numbers:

As per item 3.2.3

3.3.4 – Engines:

Engines as per Rotax Max Challenge Technical Regulations 2008 Version 10.01.2008.

Only engines provided by and sealed by Pro Motorsports (the official UAE Rotax Distributor) are eligible for use

3.3.5 – Front Brakes:

A notable alteration to this year's Technical Regulations is the endorsement of front brakes in both MAX and MAX Master classes.

3.4 – DD2:

3.4.1 – Age Limits:

Age range 16yrs+

Competitors must have reached 16 yrs of age before being allowed to compete

3.4.2 – Weight Limit:

Minimum weight of kart + driver (in full race gear) is **173 kg**

3.4.3 – Numbers:

Yellow plate with black numbers (size as per CIK-FIA spec)

Range of numbers 201 to 299.

201 is reserved for last year's UAE RMC DD2 Champion only. Number requests must be confirmed by series organisers.

3.4.4 – Engines:

Engines as per Rotax Max Challenge Technical Regulations 2008 Version 10.01.2008.

Only engines provided by and sealed by Pro Motorsports (the official UAE Rotax Distributor) are eligible for use

3.5 – OTHER CLASSES:

AARKC Championship 2008 will from time to time play host to "guest" classes within its Race Meetings which may be part of another Series, governed by their own sporting and technical regulations.

These regulations shall be adhered to provided that these rules (and the series) are approved by ATC UAE and do not conflict with any of the Sporting Regulations contained herein.

Al Ain Raceway Kart Club will determine the Circuit hire fees or individual entry fees payable in accord with the organiser of the visiting series.

4 – ORGANISER'S SUPPLEMENTARY PROVISIONS

4.1 – TYRES:

4.1.1 – Eligible Tyres:

Only the following tyres may be used:

- Mojo D1 – Junior MAX, MAX, MAX Master
- Mojo D2 – DD2

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 – Tyre Collection:

Before any Race Meeting, tyres will be batched and placed in a tyre-pool for collection at signing on. On receipt of payment, competitors will be issued with a set of tyres at random.

As of January 2008, brand new tyres are priced at AED 650 per set. This figure may change according to variations in production and shipping costs.

4.1.3 – Tyre Marking:

Upon collection, the rolling strip of each tyre will be marked by the organiser.

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 tires. Any competitor found to be competing on tyres without the proper markings will be excluded from the race and may be excluded from the entire meeting.

4.1.4 – Long-term Use:

Competitors wishing to use one set of tyres over two or more rounds may do so by informing race organiser prior to start of the round. At the conclusion of the final, before leaving Parc Fermé, the competitor must leave their marked tyres with the organiser. These tyres will be kept and handed back to the competitor at following round.

4.1.5 – Tyre Replacement:

Tyres are available throughout the meeting but replacement tyres must be inspected and marked by the Scrutineers before use. See 4.1.3.

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 100 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 1500, your 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 1500) 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 1500 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 ±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 in the correct position at all times when racing. Failure to do so may result in the transponder functioning intermittently or not functioning at all which, in turn, will lead to non-classification.

5 - TECHNICAL REGULATIONS

5.1 – GENERAL:

The Rotax Max Challenge Technical Regulations 2008 Version 10.01.2008 also apply to the UAE RMC. Amendments may be made at anytime by AARKC in collaboration with ATC UAE by way of Competitors Bulletins or Event Supplementary Regulations which will be posted on the main 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 the 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:

Only chassis with CIK 2003 Homologation and approved by Pro Motorsports (in collaboration with ATC UAE) will be sanctioned to race.

Rotax RM1 chassis' can only be used with all original components mounted.

Only Rotax approved chassis' are allowed to race in the DD2 category.

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 now admissible in the MAX, MAX Master and DD2 Class.

5.2.2 - Bumpers and Bodywork:

Only CIK homologated bumpers and bodywork are legal to use.

All karts must be equipped with a long rear bumper. Short bumpers (that do not cover at least 50% of the rear wheels) are obsolete and no longer allowed to be used. Any kart not meeting these criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.

5.2.3 – Wet Race:

In case of a “WET RACE” the following sentence of the CIK Technical Regulations 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:

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:

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 Pro Motorsports. Only engines sealed by Pro Motorsports will be deemed legal.

Any engines without a valid Pro Motorsports seal and accompanying “Rotax Engine Identity card” will not be permitted.

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

In exceptional cases, (e.g. both engines 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.

Engine seals may only be removed/replaced by Pro Motorsports.

Engines with a broken or invalid seal may not be used. Any such engine will require a technical inspection/rebuild by Pro Motorsports before re-sealing can take place. The competitor will be liable for the costs incurred as determined by Pro Motorsports, as well as any penalties applicable.

5.2.7 – Spark Plugs

The only spark plug acceptable is Denso Iridium IW (Number).

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 and FR125 Junior Max the fuel pump must be located on the air box support bracket.

6 - SAFETY EQUIPMENT

All safety wear (helmet, gloves, boots, race suits) must be approved under the CIK/FIA 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 following prescriptions:

Snell Foundation K98, SA2000, K2005 and SA2005

British Standard A-type and A/FR-type BS6658-85

6.2 – Race Suit:

Fabric race suits must have a “Level 2” homologation granted by the CIK-FIA. The homologation number should be clearly visible. 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.

All race suits must cover the whole body, legs and arms.

Leather overalls complying with the standards defined by the FIM are authorised. Any competitor wearing leather overalls 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.

6.4 – Fire Extinguisher:

Competitors are required to have a fully serviceable fire extinguisher according to the ATC UAE (CIK-FIA) minimum recommended standard.

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 may 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 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 will be obliged to wear a sponsor cap if supplied by race-organizer during the award presentation.

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