



AL AIN RACEWAY KART CLUB CHAMPIONSHIP 2011/12
[UAE ROTAX MAX CHALLENGE]
Series Sporting Regulations
Version 01.09.11

- CORPORATE EVENTS
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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

The Series and its events (excluding Honda Challenge class) 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, CIK-FIA Sporting Regulations 2011, CIK-FIA Technical Regulations 2011, the AARKC Technical Regulations 2011/12, 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, Al Ain Raceway, Dubai Kartdrome, Al Forsan 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

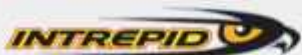
2.1 ORGANISER

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
 E-mail: sales@alainraceway.com
 Web: www.alainraceway.com

2.2 - DATES / EVENTS

Round 1:	30 Sep 2011	Al Ain Raceway
Round 2:	14 Oct 2011	Dubai Kartdrome
Round 3:	28 Oct 2011	Al Ain Raceway
Round 4:	16 Dec 2011	Abu Dhabi Al Forsan
Round 5:	20 Jan 2012	Dubai Kartdrome
Round 6:	03 Feb 2012	Al Ain Raceway
Round 7:	17 Feb 2012	Abu Dhabi Al Forsan
Round 8:	02 Mar 2012	Al Ain Raceway
Round 9:	16 Mar 2012	Dubai Kartdrome
Round 10:	30 Mar 2012	Abu Dhabi Al Forsan
Round 11:	13 Apr 2012	Al Ain Raceway
Round 12:	14 Apr 2012	Al Ain Raceway

AUTHORISED DISTRIBUTOR
ROTAX
 KART PRODUCTS



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☎ +971 (0) 3 768 6662

☎ +971 (0) 3 768 8477

@ sales@alainraceway.com

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2.3 - PROVISIONAL INFORMATION OF THE MEETING

This is according to each circuit licence 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 motorised devices in the paddock is prohibited. Owner driver test sessions are not part of the Al Ain Raceway Kart Club Championship. Competitors must contact the circuits 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, UAE

Phone: +971 (0) 3 768 6662

Fax: +971 (0) 3 768 8477

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:

ROTAX CLASSES

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

Advance payment # AED 3000

Covers Entry Fees for all 12 rounds PLUS annual registration (total value AED 3900)

Deadline for advance payment Friday 30th September 2010

OPTION 2 - PAY AS YOU GO

Membership Fee AED 300 (annual registration)

Race Entry Fee AED 300 (members)

AED 400 (non-members)

Late Entry Fee * AED 100

* mandatory penalty fee for Entry Forms received after the deadline of 7 days prior to the race meeting

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

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

Advance payment # AED 1,400

Covers Entry Fees for all 5 rounds (total value AED 1,750)

Deadline for advance payment Friday 30 September 2011

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

Race Entry Fee AED 300 Δ (per round)

Δ Payment must be received by Al Ain Raceway at least 14 days before the event date

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

Race Entry Fee AED 350 (per round)



2.5 – COMPETITION REQUIREMENTS:

2.5.1 – Kart Licence:

With the exception of the Honda Challenge Class(es), entrants/drivers must be in possession of a valid National Kart Licence issued by the ATC UAE (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. 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 or GCC residents with a National or International Licence issued by ATC UAE are eligible to qualify for the Rotax MAX Challenge Grand Finals 2011.

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 ATC UAE. This authorisation shall be given in such form as they might deem appropriate.

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 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 may result in exclusion from the remainder of the meeting.

2.6.4 – Qualifying Session (Format A only):

The length of this session will be stipulated in the event Supplementary Regulations. The results of the qualifying session will determine the starting positions for the 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.

2.6.5 – 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.

2.6.6 – Heats (Format B only):

In the absence of a qualifying session, the 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 (in 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.

2.6.7 – Pre-Final (Format A only):

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

The winner of the Pre-Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed.

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

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

2.6.8 – 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.

2.6.9 – 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 (whether lights or National flag). See also 2.7.5.



2.6.10 – 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.

2.6.11 – 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.

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

At the conclusion of the season, each driver must drop his/her worst 2 Starting Grid Points (see 2.7.3) and worst 2 Final Finishing Position Points (see 2.7.4) to determine an ultimate Championship total.

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

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

2.7.3 – Final Starting Grid Points:

Points awarded as follows:

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



2.7.4 – Final Finishing Position Points:

Points awarded as follows:

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

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

2.7.5 – Did Not Start (DNS):

Any competitor not taking the starting signal (whether start lights or national flag) 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 single or multiple Pre-Final DNS (Format A only), 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:

5 bonus points will be awarded to each driver entering and competing at each round. Each competitor must compete in at least 8 Rounds in order to receive bonus points.

2.7.9 – Senior MAX and Master Point Allocation:

Senior MAX and MAX Master competitors share the same grid but points are awarded in each class according to the points system explained above. The 2 classes do not share overall points.

For example, at the end of a Final the leading Master will receive 75 points towards the MAX Master category regardless of his overall classification.

2.8 – STARTING PROCEDURES:

2.8.1 – General:

With the exception of AARKC Honda Challenge Class, 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 Al Ain Raceway Kart Club Championship 2011/12.

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.



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 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 at the Briefing. It is forbidden to overtake another driver under pain of a penalty inflicted by the Stewards (10 seconds or exclusion from the Heat). 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 immediately removed from the track to a place of safety.

2.8.4 – Race Start:

At the end of the Formation Lap, drivers must approach the Start Line in two lanes of karts at a reduced and constant speed (30-50kph) 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. A driver failing to respect the required speed during the approach to the Start Line is liable to be sanctioned by the Stewards on the basis of a time penalty of 1 second per extra km/h, with a maximum penalty of 10 seconds. 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. 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. 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 give it any 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 General Prescriptions.

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 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.

(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 with the assistance of the driver.

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 – Mini MAX:

3.1.1 – Age Limits:

Age range 9-12 yrs

Competitors must be at least 9 years of age with their 13th birthday after 30/10/12. Drivers under 10 years are required to have either (i) completed at least 6 National Race Days or (ii) passed a formal Mini MAX driving assessment at an authorised test centre.

3.1.2 – Weight Limit:

Minimum weight of kart + driver (in full race gear) is **125 kg**

3.1.3 – Numbers:

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

Range of numbers 51 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.

3.1.4 – Engines:

Engines as per AARKC Technical Regulations 2011/12.

Only engines provided by and sealed by Al Ain Raceway (the official UAE Rotax Distributor) are eligible for use. See also 5.2.6.

3.2 – JUNIOR MAX:

3.2.1 – Age Limits:

Age range 12-16yrs

Competitors must have their 13th birthday before 30/10/12 and their 17th birthday after 31/12/12.

3.2.2 – Weight Limit:

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

3.2.3 – Numbers:

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

Range of numbers 1 to 49.

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

3.2.4 – Engines:

Engines as per AARKC Technical Regulations 2011/12.

Only engines provided by and sealed by Al Ain Raceway (the official UAE Rotax Distributor) are eligible for use. See also 5.2.6.

3.3 – MAX:

3.3.1 – Age Limits:

Age range 15yrs+

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

3.3.2 – Weight Limit:

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

3.3.3 – Numbers:

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

Range of numbers 101 to 149.

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

3.3.4 – Engines:

Engines as per AARKC Technical Regulations 2011/12.

Only engines provided by and sealed by Al Ain Raceway (the official UAE Rotax Distributor) are eligible for use. See also 5.2.6.



3.3.5 – Front Brakes:

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

3.4 – MAX Master:

3.4.1 – Age Limits:

Age range 31yrs+

Competitors must have their 32nd birthday before or during 2012.

3.4.2 – Weight Limit:

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

3.4.3 – Numbers:

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

Range of numbers 151 to 199.

150 and 151 are reserved for last year's UAE RMC MAX Master Champion only. Number requests must be confirmed by series organisers.

3.4.4 – Engines:

Engines as per AARKC Technical Regulations 2011/12.

Only engines provided by and sealed by Al Ain Raceway (the official UAE Rotax Distributor) 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:

3.5.1 – Age Limits:

Age range 16yrs+

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

3.5.2 – Weight Limit:

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

3.5.3 – Numbers:

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

Range of numbers 200 to 299.

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

3.5.4 – Engines:

Engines as per AARKC Technical Regulations 2011/12.

Only engines provided by and sealed by Al Ain Raceway (the official UAE Rotax Distributor) are eligible for use. See also 5.2.6.

3.6 – AARKC HONDA CHALLENGE:

The AARKC Honda Challenge will consist of 5 rounds running alongside the AARKC Race Meetings held at Al Ain Raceway. Entrants do not require a race licence although the organisers reserve the right to assess any new entrant before taking part in their first event.

All drivers will be participating in Al Ain Raceway's fleet of Intrepid 390cc engine Senior karts. Drivers must be 16 years of age and over.

3.7 – OTHER CLASSES:

AARKC Championship 2011/12 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 accordance 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 – Mini MAX, Junior MAX
- MOJO D2 – MAX, MAX Master
- MOJO D3 – 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.

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 tyres. 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 the 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 in controlled conditions and handed back to the competitor at the 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 1750, 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 1750) 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 ±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 AARKC Technical Regulations 2011/12 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 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 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:

Chassis’ with CIK 2003/2006/2009 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 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 not allowed to be used. Any kart failing to meet 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 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:

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. As such, Al Ain Raceway is the authorised service centre for the UAE and is 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.

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. 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.

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 (27-31).

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 and FR125 Junior 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.



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, SA2005, K2010 and SA2010

British Standards Institution A-type and A/FR-type BS6658-85

Snell-FIA CMH (Snell-FIA CMS2007 and Snell-FIA CMR2007) for drivers under 15yrs of age

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. 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.

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 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 will 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.

