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AL AIN RACEWAY'S 2017-18 IRONMAN SERIES

SERIES SPORTING REGULATIONS
VERSION 01.11.2017

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 'IRONMAN SERIES' shall be run in accordance with the operational guidelines set in place by Al Ain Raceway International Kart Circuit.

1.1 – ORGANISERS / PROMOTERS:

AL AIN RACEWAY
P.O Box 85393
Al Ain, UAE
Tel: +971 (0) 3 768 6662
Fax: +971 (0) 3 768 8477
E-mail: sales@alainraceway.com
Web: www.alainraceway.com

1.2 - DATES / EVENTS:

Round 1: 01 December 2017
Round 2: 22 December 2017
Round 3: 26 January 2018
Round 4: 16 February 2018
Round 5: 23 March 2018
Round 6: 20 April 2018

1.2.1 – PROVISIONAL RACE SERIES SCHEDULE:

17:30 - 18:00 hrs Driver Arrival, Registration & Weighing
18:00 - 18:10 hrs Kart allocation
18:10 - 18:30 hrs Driver's Safety Briefing
18:30 - 18:45 hrs Track side demo
18:50 - 18:55 hrs Qualifying Session 1
19:00 - 20:00 hrs Race 1
20:00 - 20:20 hrs Break (Circuit change & Kart reallocation)
20:25 - 20:30 hrs Qualifying Session 2
20:35 - 21:35 hrs Race 2
21.45 - 22:00 hrs Award presentation

The organisers reserve the right to alter the time schedule at any time.
Confirmed entrants will be immediately notified of any necessary amendments.

✉ P.O.Box 85393. Al Ain. UAE.

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@ sales@alainraceway.com

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1.3 - ENTRIES:

1.3.1 – How to enter:

All enquiries concerning the 'IRONMAN Series' can be made to Al Ain Raceway's Sales Team using the contact details given in 1.1.
Driver names will need to be indicated on the form when booking.

1.3.2 – Deadlines:

'Advance Series' entries should be received no later than 01st of December 2017.
'Advance Round' entries should be received no later than 28 days before the race meeting.
Regular entries may be accepted on the day of the event subject to availability (See also 1.3.5)

1.3.3 - Receipt:

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

1.3.4 - Restriction:

A maximum number of participants apply. Entry will be accepted on a first come first served basis in the order of receipt of the entries.

1.3.5 - Fees:

Pricing is detailed below on advanced bookings for both the complete series (6 Rounds) and also individual Rounds (subject to availability).

SERIES PAYMENT:

INTREPID OPTIMA CATEGORY Advance Entry for 'Series' entries (6 Rounds) *

AED 3,600 for series Discount 36.8% (saving AED 2,100)

**Series' payment must be made before 01st December 2017. Series payments will be accepted during the Registration at Round 1.

RD1 ELITE CATERGORY: Advance Entry for 'Series' entries (6 Rounds) *

AED 6,000 for series Discount 33.3% (saving AED 3,000)

*Series' payment must be made before 01st December 2017. Series payments will be accepted during the Registration at Round 1.

ROUND PAYMENT:

INTREPID OPTIMA CATEGORY: Advance Entry for 'Round' entries +

AED 800 per round (saving AED 150 per round)

+ 'Round' payments must be made 28 days before each race meeting.

RD1 ELITE CATEGORY: Advance Entry for 'Round' entries +

AED 1250 per round (saving AED 250 per round)

+ 'Round' payments must be made 28 days before each race meeting.

LATE ENTRY / PAY ON ARRIVAL:

INTREPID OPTIMA CATEGORY:

Should Al Ain Raceway accept your entry for individual races after the deadline, or on the race day, the fee per driver will be **AED 950** per round.

RD1 ELITE CATEGORY:

Should Al Ain Raceway accept your entry for individual races after the deadline, or on the race day, the fee per driver will be **AED 1500** per round

Round Payment, Late Entry & Pay On Arrival subject to availability

1.3.6. – Payments:

The following payment methods are available:

Cash	in person at the Al Ain Raceway reception or at any ADIB branch. See "Bank Transfer" and ADIB bank account details below.
Company cheque	made payable to "Al Ain Raceway" to be received no later than Entry Deadline (see 1.3.2).
Personal cheque	made payable to "Al Ain Raceway" must be cleared by Entry Deadline (see 1.3.2)
Bank transfer	Proof of transfer must be received no later than the Entry Deadline. Details of ADIB bank account for Al Ain Raceway can be found below.

Bank	Abu Dhabi Islamic Bank
Branch	Al Mina
Account name	Al Ain Raceway
Bank Address	Al Bateen Main Branch, Abu Dhabi, UAE.
IBAN #	AE-13-050-0000 0000 12919752
BIC/SWIFT CODE	ABDIAEAD

2 – RACE SERIES FORMAT:

Each Round of the 'IRONMAN Series' consists of:

- Driver Arrival, Registration & Weighing
- Kart allocation
- Driver's Safety Briefing
- Track side demo
- Qualifying Session 1
- Race 1
- Break (Circuit change & Kart reallocation)
- Qualifying Session 2
- Race 2
- Award presentation

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. Drivers should arrive at the beginning of the registration period to complete administration & weighing in a timely manner. 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.

2.2 – WEIGHING

Competitors will be weighed by the member of the AAR TEAM at the registration. Drivers are to present themselves in their race suit & boots. Helmet, gloves and other optional safety wear will not be included in the driver's weight total (see also 3.3)

2.3 – KART ALLOCATION

A kart allocation draw will be carried out by random ballot at the commencement of the briefing or by an alternative method deemed by the Race Director to be equally non-discriminatory. Drivers not attending the briefing will not be allocated a kart and, if permitted to race, will be required to present an item of their race wear (or part of their anatomy) on which the race number can be affixed. If approved by the Race Director the driver may take part in the qualification session on foot.

2.4 – SAFETY BRIEFING:

All drivers taking part in the 'IRONMAN Series' (regardless of experience) must attend an initial safety briefing in Briefing Room 1. This is compulsory for every round attended. This short introduction will cover flag and circuit rules as well as kart controls in detail.

Any driver failing to attend the briefing will not be permitted to race. (See also 2.3)

2.5 – RACE BRIEFING AND OUTSIDE DEMONSTRATION:

A further briefing, mandatory for all drivers, will take place immediately after driver's briefing. This will be held outside and will incorporate a visual demonstration that will enable all attendees to comprehensively understand fundamental race procedures (e.g. start light sequence). This briefing will cover a thorough explanation of the pit lane layout and any extra details pertaining to the race. Any driver who is absent or caught not paying attention will gain a penalty for him or her and may possibly be prevented from racing. **This is without exception.**

2.6 – QUALIFYING:

Qualifying 1 will start as per the time stipulated in the race schedule. On exit of the Pit Lane, drivers have 5 minutes in which to set their quickest possible lap. The results of Qualifying will determine the starting positions for Race 1 in terms of best lap time classification. In the case of 2 or more drivers achieving identical best lap times, the second best lap time set by each driver during qualifying will be reviewed in order to determine priority, and so on.

Qualifying 2 will follow an identical procedure on a different circuit layout after the conclusion of Race 1.

2.7 – RACE:

On receiving the chequered flag at the conclusion of the Qualifying, drivers will proceed in a slow and orderly fashion, without overtaking to the starting grid. Drivers will be expected to stop in a single line before reaching the grid, allowing at least 2 karts lengths to the driver in front.

The Pit Lane entrance will be blocked at this time.

Drivers will be directed to their appropriate grid slot by the track crew according to qualifying (see 2.6). The Start Light sequence will be initiated once all drivers are in position and competitors will have 1 hour in which to complete as many laps of the circuit as possible in the quickest time. On receiving the chequered flag at the end of the race drivers should proceed to the Pit Lane (see 4.5).

The same procedure will apply for the Qualifying 2 & Race 2. Overall race classification will be determined by the aggregate of both races in terms of overall number of laps. Drivers completing the same number of laps will then be classified according to the cumulative time taken to complete those laps.

In the event that the two chosen circuit layouts are significantly different (in terms of length and/or lap time), the Race Director may use his discretion to determine the overall result based on total aggregate distance completed within the total race time

2.8 – AWARD PRESENTATION:

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

Trophies will be awarded to 1st, 2nd and 3rd positions overall Spot prizes may be issued at the discretion of the organisers. Everyone is encouraged to stay for the presentation.

3 – ELIGIBILITY AND CLASSES:

3.1 – LICENCE REQUIREMENTS:

INTREPID OPTIMA CATEGORY:

Drivers do not require a competition licence to take part in the event. However, class 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. Pre-booking is advised.

The IRON MAN is effectively an individual endurance event and competitors are encouraged to consider their conditioning before completing their subscription.

RD1 ELITE CATEGORY:

Drivers do not require a competition licence to take part in the Series. However, participants must be assessed by AARKC as to their competence and suitability to (1) test the RD1 Elite karts, and (2) compete at organised race events.

Typically, a minimum of 10 sessions of Arrive & Drive must be completed in standard rental karts with emphasis on kart control, awareness, obedience and understanding of flag and circuit rules, and also the ability to lap quickly and consistently without posing a danger to other drivers or officials. Drivers must be assessed during these sessions.

Exceptions will be considered by the series organisers for drivers who do not meet the above criteria. Before the Entry deadline, such ones must prove indisputably a high level of experience and/or qualification through an AARKC approved organising body AND meet minimum height and weight restrictions as imposed by the organisation.

3.2 – AGE LIMIT:

All drivers must be 16 years of age and over. Exceptions will be considered for drivers who are under this age at the discretion of the Series Organisers according to such criteria as it deems appropriate.

3.3 – WEIGHT LIMIT:

The minimum driver weight is 80 kg. Drivers will be weighed by the race administration at registration and their individual weights recorded on a master list. There is no specified maximum driver weight. Drivers will be weighed with race suits and boots only (not gloves, helmets and other items of safety equipment (including rib protectors, neck brace, etc)).

Each kart has the capacity to carry up to 25 kg of removable ballast weights in 5 kg increments.

Any driver weighing less than 80 kg will be required to carry ballast weight in order to meet this regulatory minimum. Drivers 80 kg or over will not be required to carry additional weight. For clarification, 80 kg is the minimum. If you weigh in at 69 kg, an additional 15 kg will ensure that you reach the minimum weight. 10 kg will not suffice.

4 – ADDITIONAL RACE RULES/PROCEDURES:

4.1 – JUMP START:

Any driver jumping the start will receive a black flag on the next lap and a subsequent stop-go penalty.

4.2 – 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 large penalty. There will be no arguments without time penalty extensions!

4.3 – UNSPORTING CONDUCT:

The spirit behind the 'IRONMAN Series' is to drive fast, but drive safe and have fun. These events, whilst extremely competitive, are meant to be enjoyable for drivers, spectators and officials alike. Unsporting conduct covers a number of areas. Karting is a non-contact sport. Any driver 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 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 delivering an obvious offensive gesture, the offending driver will be disqualified from the race completely.

4.4 – APPEALS:

Any decision made by the Race Director or Assistant Race Director is final and there will be no scope for appeal. No form of protest or appeal will be humoured during the race.

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

4.5 – RACE FINISHING PROCEDURES:

After receiving the chequered flag at the end of each Race all karts must proceed directly to the Pit Lane under yellow flag conditions.

5 – POINT SCORING:

5.1 – OVERALL SCORE:

Series points are awarded to all drivers subject to race classification. Points will be issued to all drivers according to aggregate classification (see article 2.7).

Bonus points will also be awarded for various achievements (see article 5.3).

5.2 – POINT SCORING PER ROUND:

Points awarded as follows:

1 st place	50 points	11 th place	33 points	21 st place	23 points
2 nd place	45 points	12 th place	32 points	22 nd place	22 points
3 rd place	42 points	13 th place	31 points	23 rd place	21 points
4 th place	40 points	14 th place	30 points	24 th place	20 points
5 th place	39 points	15 th place	29 points	25 th place	19 points
6 th place	38 points	16 th place	28 points	26 th place	18 points
7 th place	37 points	17 th place	27 points	27 th place	17 points
8 th place	36 points	18 th place	26 points	28 th place	16 points
9 th place	35 points	19 th place	25 points	29 th place	15 points
10 th place	34 points	20 th place	24 points	30 th place	14 points

5.3 – BONUS POINTS:

Extra Series points are up for grabs as follows:

- 2 “Fastest Lap” bonus points will be awarded to the driver with the fastest lap of the each Race 1 & 2.

5.4 – PENALTIES:

Different level of penalties can be given depending on the level of infraction such as:

- Verbal warning
- Warning flag
- Black flag
- 1 minute penalty
- 2 minute penalty
- Exclusion of the event
- Penalties will be applied for infringements to the rules such as but not limited to:
 - Dangerous driving
 - Contact
 - Speeding in pit lane
 - Causing a collision

Drivers receiving a black flag will receive a time 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, driver may face further penalties including, but not limited to, points deductions and exclusions from race or championship with no refund. Any individual driver black flagged more than twice during one race may not be permitted to take any further part in the event at the discretion of the Race Director.

6 – KART INFORMATION:

6.1 – KART:

INTREPID OPTIMA CATEGORY:

An Intrepid Optima, Honda GX390 CC (13 Hp) single-engine powered kart, fitted with fully adjustable seat and adjustable pedals, duly prepared by the organisers for endurance races, will be made available by the organisers to each driver. The actual kart to be used by each driver will be allocated by a draw. (See article 2.3).

RD1 ELITE CATEGORY

The one-of-a-kind chassis, codenamed RD1 XR DD2, features adjustable pedals and adjustable seat while the powertrain utilises a water-cooled Rotax 125 MAX EVO hybrid engine with chainless drive, generating 24hp in unrestricted form.

The RD1 ELITE karts are fitted with steering-wheel-mounted MyChron 5 data-loggers which provide drivers with an up-to-date digital display of lap time, engine speed and water temperature.

6.2 – KART DAMAGE:

Each driver will be assigned one race-prepared kart at the beginning of practice. Any damage sustained to a kart (during practice, qualifying or the race) 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. The length of time taken to repair the kart will always depend on the extent of the damage. In this situation, a driver will not be issued with a replacement kart. Instead, they will have to wait for their kart to be repaired (even if it takes 1 hour!). Driver encountering a mechanical/technical problem which is NOT the result of the above may be issued with a replacement kart at the discretion of the Race Director.

6.3 – KART DECORATION:

Sponsor stickers are only allowed on the bodywork of the kart in the areas available and free of any other stickers already placed on the kart by the organiser.

Driver must ensure that their kart decorations do not cause damage or leave any residue or they may incur penalties.

Advertising on rental helmets and overalls is not permitted.

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 prior to practice.

All Helmets must be full-face and fitted with visor/goggles.

Visors should be closed when driving.

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 by Al Ain Raceway.

7.4 – BOOTS:

Shoes, boots or trainers are acceptable and must be in good condition, offering protection for the feet and toes. Sandals and stilettos (high-heels) not acceptable. Neither are flippers, clown shoes and similar impractical foot wear.

8 – CIRCUIT LAYOUT

The circuit configurations for each Round of the Series will be chosen by the event organisers in advance of the race meeting. Drivers will normally not be notified of the decision until Driver Briefing.

