



العين Raceway



UAE ROTAX MAX CHALLENGE RD1 ELITE CHALLENGE 2017-2018 Series Sporting Regulations

Version 25.09.17

REGULATIONS

The final text of these Sporting Regulations shall be the English version, which will be used, should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of the regulations.

1 – GENERAL SERIES INFORMATION

The "RD1 ELITE CHALLENGE" will consist of 8 rounds running alongside the UAE Rotax MAX Challenge race meetings. The Series and its events shall be run in accordance with the requirements of Al Ain Raceway who operate as affiliates of ATCUAE. These regulations should be read in conjunction with the UAE Rotax MAX Challenge Sporting Regulations 2017-18 and the Supplementary Regulations of each Event in the Series.

All participants undertake to apply and observe the rules governing this race event. ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2 – INFORMATION SPECIFIC TO THE CHAMPIONSHIP

2.1 ORGANISER:

Al Ain Raceway
P.O.Box 85393
Al Ain
U.A.E
Phone: +971 (0) 3 768 6662
Fax: +971 (0) 3 768 8477
E-mail: sales@alainraceway.com
Web: www.alainraceway.com

2.2 - DATES / EVENTS:

EVENT	DATE	VENUE
ROUND 1	FRI 06 OCT 2017	Al Ain Raceway
ROUND 2	FRI 27 OCT 2017	Dubai Kartdrome
ROUND 3	FRI 17 NOV 2017	Al Forsan International Sports Resort
ROUND 4	FRI 08 DEC 2017	Al Ain Raceway
ROUND 5	FRI 12 JAN 2018	Al Ain Raceway
ROUND 6	FRI 09 FEB 2018	Muscat Speedway
ROUND 7	FRI 09 MAR 2018	Yas Marina Circuit
ROUND 8	FRI 06 & SAT 07 APR 2018	Al Ain Raceway (2 Day Meeting)

✉ P.O.Box 85393. Al Ain. UAE.

☎ +971 (0) 3 768 6662

📠 +971 (0) 3 768 8477

@ sales@alainraceway.com

🌐 www.alainraceway.com

2.3 - PROVISIONAL INFORMATION OF THE MEETING:

A detailed time schedule for each event will be issued in advance and displayed on the official notice board. Copies will also be available at the circuit upon arrival. No person may enter the Pit Lane unless authorised to do so by Organiser. Competitors should contact the circuit directly for information on availability and pricing.

2.4 - ENTRIES:

2.4.1 - Reception Office:
Al Ain Raceway Kart Club (AARKC)
P.O Box: 85393
Al Ain, U.A.E
Phone: +971 (0) 3 768 6662
Fax: +971 (0) 3 768 8477
E-mail: sales@alainraceway.com

2.4.2 - Dates:

As per articles 2.2, 2.3, Supplementary Regulations and a schedule of each event will be issued at least 7 days in advance. Entries should be received 14 days before the race meeting date. The organisers reserve the right to refuse entries submitted after this deadline.

2.4.3 - Receipt:

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

2.4.4 - Restriction:

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

2.4.5 - Fees:

RD1 ELITE CHALLENGE (no joining fee or membership is required)

OPTION 1 – PREPAY FOR THE SERIES AND GET AED 800 OFF!

Advance payment # AED 5,000
Covers Entry Fees for all 8 rounds (total value AED 5800)
Deadline for advance payment Friday 06th October 2017

OPTION 2 – PAY AS YOU GO (subject to availability)

EVENT	DATE	PR	VENUE
ROUND 1	FRI 06 OCT 2017	AED550.00	Al Ain Raceway
ROUND 2	FRI 27 OCT 2017	AED750.00	Dubai Kartdrome
ROUND 3	FRI 17 NOV 2017	AED750.00	Al Forsan International Sports Resort
ROUND 4	FRI 08 DEC 2017	AED550.00	Al Ain Raceway
ROUND 5	FRI 12 JAN 2018	AED550.00	Al Ain Raceway
ROUND 6	FRI 09 FEB 2018	AED750.00	Muscat Speedway
ROUND 7	FRI 09 MAR 2018	AED1,000.00	Yas Marina Circuit
ROUND 8	FRI 06 & SAT 07 APR 2018	AED900.00	Al Ain Raceway (2 Day Meeting)

* **Entries should be received 14 days before the race meeting date.**

2.4.6. – Payments:

The following payment methods are available:

Cash – in person at the circuit

Company cheque – Made payable to "Al Ain Raceway" to be received no later than the 14 day deadline

Personal cheque – Made payable to "Al Ain Raceway" must be cleared in advance of the 14 day deadline.

Credit card – Only in person at the circuit (i.e. card holder present). Please note that, regrettably, credit card payments cannot be accepted over the phone, even as security.

Bank transfer – Proof of transfer must be received no later than the 14 day deadline.
Al Ain Raceway's bank details as given below:

Account Name	Al Ain Raceway
Bank Name	Abu Dhabi Islamic Bank
Bank Address	AL BATEEN Br, Abu Dhabi, U.A.E
Account Number	1-291975-2
IBAN #	AE-13-050-0000 0000 12919752
BIC/SWIFT CODE	ABDIAEAD

3 – COMPETITION REQUIREMENTS:

3.1 – LICENCE AND AGE REQUIREMENTS:

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.

Drivers must be at least 16 years of age.

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 – RACE MEETING FORMAT:

Each race meeting consists of:

- Registration
- Driver's Briefing
- Practice
- Qualifying
- Pre-Final
- Final
- Awards Presentation

3.2.1 – Registration:

Driver registration will commence at the beginning of the event at the time stipulated in the event schedule. Each driver is required to complete and sign a registration form (this must be done at each visit). Any driver not signing in during the allocated registration window will not be permitted to race.

3.2.2 – Driver's Briefing:

The Official Driver's Briefing, **mandatory for all drivers**, will take place at the time stipulated in the schedule. This will cover circuit and pit lane layout (which will vary from round to round) as well as any other details pertaining to the race day and series.

Any new drivers racing at Al Ain Raceway for the first time (regardless of experience) must attend a further briefing. This short introduction will cover flag and circuit rules as well as other procedures in more detail. This will normally follow the Official Driver's Briefing.

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

This is without exception.

3.2.3 – Non-Qualifying Practice:

The length of this session will be stipulated in the race schedule attached to the event Supplementary Regulations. The warm-up session is mandatory. Failure to participate in this session may result in exclusion from the remainder of the meeting.



3.2.4 – Qualifying Practice:

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 Pre Final in terms of best lap time classification. In the case of 2 drivers achieving identical best lap times, the organisers will revert to the second best lap time set by each individual in order to determine priority, and so on. Failure to participate in this session may result in exclusion from the remainder of the meeting.

3.2.5 – Pre-Final:

The length of this race (in laps/in time) will be specified in the event Supplementary Regulations. The winner of the Pre-Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line. The results of the Pre-Final will determine the starting positions for the Final.

3.2.6 – Final:

The length of this race (in laps/in time) will be specified in the event Supplementary Regulations. The winner of the Final is the driver completing the stipulated quantity of laps in the shortest time. All drivers crossing the start/finish line behind him/her will be deemed to have finished the race regardless of the number of laps they have completed. Drivers completing the same number of laps will be classified in the order in which they cross the finish line.

3.2.7 – Award Presentation:

Trophies will be presented to the top drivers in the class according to the official finishing positions in the race. Trophies will be awarded to 1st, 2nd and 3rd positions. Spot prizes may be issued at the discretion of the organisers. Everyone is encouraged to stay for the presentation. Prize winners are to ensure that race suits are worn and zipped up with collar closed.

4 – ADDITIONAL RACE RULES/PROCEDURES:

4.1 – STARTING PROCEDURES:

4.1.1 - General:

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

4.1.2 - Pre-Grid:

Karts will be lined up in the pit lane in a pre-determined order (as detailed in section 3). It is the driver's responsibility to ensure that he/she is in position on the Pre-Grid before the Pit gates close. Any drivers arriving after this time will not be permitted to enter the circuit. Drivers will be assigned a race number for the day and a full driver list will be posted on the official notice board. Drivers MUST ensure they get into the kart with their corresponding number on it.

4.1.3. - Formation Lap:

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

The field must proceed in a single line 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.

Drivers must not break formation before during this lap. Erratic weaving (zig-zags) is prohibited. Offending drivers will be penalised.

Should a driver encounter a problem or lose control of their kart during the Formation Lap, the driver must raise an arm and wait for the field to pass before attempting to rejoin. If the kart/driver recovers (even without stopping,) he/she must remain at the rear for the start and must not attempt to regain his/her grid position.

If the kart cannot be restarted quickly by a member of the Track team, it will be removed from the track to a place of safety and the driver may miss the race.

4.1.4 - Race Start:

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

- **Standing Start:**

Drivers will line up on the starting grid in the pre-assigned order under the direction of the Start Marshal (except in case of relegated driver (see 4.1.3)).

Red lights will appear in sequence in banks of 2 from left to right until 8 red lights are lit which indicates starter's orders.

Once the red lights go out the race is under way (see also 4.1.6 – Jump Start).

Flashing amber lights will be activated (with the red lights) to indicate a "no-start", meaning that an extra Formation Lap will take place. If the reason for a "no-start" is due to a particular offender, Officials may decide to impose a penalty at their discretion.

In the case of start light failure, the National flag will be used. The flag will be held out stationary on the start line and dropped to indicate a start. If the flag is not dropped, the race has not started.

- **Rolling Start:**

At the end of the Formation Lap, drivers will proceed forward in one line at a reduced and constant speed towards the Starting Line, as dictated by Pole Position. Each competitor must remain in the centre of the circuit between the two sets of tramlines.

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

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

If he/she is satisfied with the formation, the Starter will give the start signal by switching off the red lights. If he/she is not satisfied with the procedure flashing amber lights will be activated (with the red lights) to indicate a "no-start", meaning that an extra Formation Lap will take place. If the reason for a "no-start" is due to a particular offender, Officials may decide to impose a penalty at their discretion.

If he considers that a driver has been immobilised as a result of another driver's mistake, the Race Director may stop the Formation Lap and recommence the Starting Procedure on the basis of the original grid or allow the impeded driver to regain his/her position.

In the case of start light failure, the National flag will be used. The flag will be held out stationary on the approach and raised to indicate a start.

As soon as the start signal has been given racing conditions are normally applied. However, in some cases the Race Director may call for a green flag to be shown at a point after the Start Line to indicate when overtaking can commence. This will be explained in the Briefing.

The Clerk of the Course assumes responsibility for determining the safest way to deal with stranded karts/drivers once the race is live. Under his direction the marshals will sometimes assist driver(s) to a place of safety before transferring the kart(s) to a safe position although it should be noted that this is the driver's responsibility. Alternatively, in certain circumstances he may (in the interests of safety) direct that karts are separated/manoeuvred so that the drivers can continue. Only registered officials may assist.

4.1.5 - False Start:

A false start will be indicated by one or both of the following:

- A flashing amber "first corner light"
- A false start flag (green with yellow chevron) displayed after the start line

In either of these circumstances, competitors are expected to raise one arm in acknowledgement of the false start before slowing and organising themselves into their original starting positions to attempt a restart at the next attempt.

Any competitors forced to take the [false] start from the back of the field following a problem may not assume their original grid position. Instead, they must remain at the rear of the field to take the start again.

4.1.6 - Jump Start:

A jump start will be deemed to have occurred if an unfair advantage is gained through premature acceleration.

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

4.2 – RACE STOPPAGE

Should a race be stopped by the display of red flags all drivers must immediately cease racing and proceed with caution to the safety area. The Race Director will provide clear instruction on this during the Official Driver's Briefing. The following procedures shall apply:

(a) If 2 laps 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 2 laps but less than 75% of the race has been completed by the leader, the Race Director shall, at his discretion, decide to:

1. Abandon the race. In this case the race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the race was stopped.
2. Consider the race suspended and run it as a two-part race. In this case, the race will be restarted as a single-file rolling start. The starting order for the second part of the race shall be the order of the last full lap completed by the leader before the race was stopped. Drivers "one lap down" shall be put in their correct position behind the drivers on the lead lap. The race distance shall be the number of laps required to make up the full race distance. The finishing order of the second part shall be the finishing order of the race. [Drivers "one lap down" in the first part shall be deemed to have finished the race 1 lap down unless they have unlapped themselves.]

(c) If 75% race distance or more has been completed by the leader, the race will be deemed to have ended. The race result shall be declared as the finishing order behind the leader on the last full lap completed by him/her and before the race was stopped.

4.3 – RACE FINISHING PROCEDURES:

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

4.4 – PIT LANE SPEED:

Pit lane speed must be kept to walking pace at all times. This is an important safety rule that must be adhered to as the pit lane is the only area in which driven karts are mixed with walking/standing drivers and officials.

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

4.5 – KART DAMAGE:

Any damage sustained to a kart (during practice, qualifying, heats or the finals) as a direct or indirect result of driver error, collision, leaving the circuit, etc, deliberate or otherwise, will be attended to by the Al Ain Raceway Technical staff. In this situation, the driver will not be issued with a replacement kart. Their race is deemed to be over.

Drivers encountering a mechanical/technical problem which is not the result of the above may be issued with a replacement kart at the discretion of the Senior Officials.

As per the registration waiver, competitors undertake to be financially liable for any damage sustained by the kart whilst in his/her care.

4.6 – UNSPORTING CONDUCT:

The spirit behind the RD1 ELITE Challenge 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/team found guilty of making contact with another kart with intention will be subject to a suitably large penalty and may be disqualified from the race completely.



Karting is a gentleman's sport that demands full attention and requires both hands on the steering wheel at all times. Any fingers/fists raised aggressively to other drivers or officials (regardless of circumstance) will be viewed as an offensive gesture and will be subject to a black flag and accompanying penalty.

If a combination of drivers and officials observe an individual driver or team member delivering an obviously-offensive gesture, the driver will be disqualified from the Series without points or refund. [See also Article 11 from UAE RMC Sporting Regulations.]

4.7 – APPEALS:

Any decision made by the Senior Race Officials is final and there will be no scope for appeal. No form of protest or appeal will be humoured during the race. Any driver with a genuine racing grievance should request to see the Race Director as soon as possible after the race.

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

5 – POINT SCORING:

5.1 – OVERALL SCORE:

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

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

In the case of 2 or more drivers finishing the season with the same number of points, the higher place in the Championship will be awarded to the driver with the greatest number of 1st places in Finals. If the number of 1st places is equal then the greatest number of 2nd places will be used, and so on until a winner emerges.

If this procedure fails to produce a result, AARKC Committee will nominate a winner according to such criteria as it deems fit.

Bonus points will also be awarded for various achievements (see article 5.4).

5.2 – TIMED QUALIFYING AND PRE-FINAL POINT ALLOCATION:

Championship points are awarded as follows:

1st place	30 points
2nd place	27 points
3rd place	25 points
4th place	24 points
5th place	23 points ...and so on down to the last place finisher.

5.3 – FINAL:

Championship points are awarded as follows:

1st place	40 points
2nd place	35 points
3rd place	32 points
4th place	30 points
5th place	29 points
6th place	28 points ...and so on down to the last place finisher.

5.4 – BONUS POINTS:

Extra Championship points are up for grabs as follows:

2 "Fastest Lap" bonus points will be awarded to the driver with the fastest lap of the day.

25 "Series Support" bonus points will be awarded to each driver entering and competing at all 8 rounds.

5.5 – PENALTIES:

Drivers who receive a black flag will receive a penalty in accordance with the nature of the offence, at the discretion of the Race Director.

If the black flag is due to cheating or deemed by officials to be an intentional breach of rules, driver may face further penalties including, but not limited to, points deductions and exclusions from race or championship with no refund.



5.6 – DID NOT START (DNS):

Any competitor not taking the starting signal (whether start lights or national flag) will be considered as a DNS. For each session this equates to 5 points less than the last classified finisher, down to a minimum of zero points.

5.7 – NON FINISH (DNF):

DNF is used to describe any driver who fails to cross the finish line to receive the chequered flag. In this case, drivers will be classified in the order of the number of laps completed.

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

In the case of a DNF in any point-scoring session, the number of points awarded will be determined by the driver's classified position.

6 – KARTS:

The RD1 Elite Challenge will be run in Al Ain Raceway's fleet of RD1 Elite Karts.

Specially-designed RD1 XR DD2 chassis

Rotax 125 MAX EVO hybrid engine with chainless drive

7 - SAFETY EQUIPMENT:

Drivers **MUST** have their own safety wear.

7.1 – CRASH HELMET:

Drivers must wear a helmet with efficient and unbreakable protection for the eyes. All Helmets must be full-face and fitted with visor/goggles. Visors should be closed when driving. Helmet does not have to meet CIK standards but this is highly recommended.

Open face helmets are not acceptable.

7.2 – RACE SUIT:

Race suits are mandatory. The suit should be level 2 but it does not have to be within homologation period. It must be in good condition.

7.3 – GLOVES:

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

7.4 – FOOTWEAR:

Drivers **MUST** wear suitable flat-soled footwear. Sandals, high heels or open-toed footwear will not be permitted.

It is recommended (but not compulsory) that the footwear also provides ankle protection.

Any competitor attempting to drive in high heels or flippers will be made to run a lap of the circuit in said footwear in full view of all spectators and drivers during the lunch break. Full commentary will be provided over the PA system.