Organised by

OMAN AUTOMOBILE ASSOCIATION

In Association With

EMIRATES MOTORSPORTS ORGANIZATION

SPORT GRANT PROGRAMME

EVENT SPORTING REGULATIONS
VERSION 15.01.20
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 Events shall be run in accordance with the requirements of OAA (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 2019, CIK-FIA Technical Regulations 2019, the UAE RMC Technical Regulations 2019/20, the UAE RMC Sporting Regulations 2019/20, these Sporting Regulations and the Supplementary Regulations of the Event).
All the parties concerned (FIA, CIK-FIA, OAA, EMSO, Muscat Speedway, Al Ain Raceway and entrants) undertake to apply and observe the rules governing this race event.
Please note that UAE Rotax MAX Challenge Sporting Regulations 2019-20 is valid for anything unspecified in this document.

FURTHER, ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.

2 – INFORMATION SPECIFIC TO THE CHAMPIONSHIP
2.1 ORGANISER
OMAN AUTOMOBILE ASSOCIATION (OAA)
P.O. Box 2874, POSTAL CODE 111
CPO SEEB
SULTANATE OF OMAN
Phone: +968 96590300 / +968 24510239
Fax: +968 2451 0276
E-mail: maridel@omanauto.org
Web: http://omanauto.org/

2.2 – DATE OF EVENT 10-14 FEBRUARY 2020

10 FEB 2020 KART RAFFLE MENA RMC
11 FEB 2020 PRACTICE MENA RMC & RD1 ELITE
12 FEB 2020 PRACTICE MENA RMC & RD1 ELITE; WELCOME CEREMONY
13 FEB 2020 RACE DAY 1 MENA RMC & RD1 ELITE ENDURANCE
14 FEB 2020 RACE DAY 2 MENA RMC & RD1 ELITE SPRINT
OFFICIAL TIMETABLE CAN BE VIEWED HERE

2.3 - PROVISIONAL INFORMATION OF THE MEETING
This is according to the circuit licence and event permit, sanctioned by EMSO and OAA. Additional information will be available in the Supplementary Regulations for the event. A detailed time schedule will be issued in advance and displayed on the official Notice Board. The organisers reserve the right to alter the time schedule at any time. Confirmed entrants will be immediately notified of any necessary amendments.
The complete Driver’s Information document can be found on the OAA website.

2.4 - ENTRIES:
2.4.1 - Reception Office:
OMAN AUTOMOBILE ASSOCIATION (OAA)
P.O. Box 2874, CPO SEEB, CPO SEEB 111
SULTANATE OF OMAN
Phone: +968 96590300 / +968 24510239
E-mail: maridel@omanauto.org

2.4.2 - Deadlines:
A correctly completed Entry Form and all mandatory documents must be received by the close of business on Thursday 16th January 2020. The Organisers reserve the right to refuse entries submitted after this deadline.

2.4.3 - Receipt:
Any entry not accompanied by the total fees and complete documentation shall be null and void (see 2.4.5).
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:
2.4.5.1 – Standard Race Fees
- Race Entry Fee MENA RMC OMR 1000 *
- Race Entry Fee RD1 ELITE ENDURANCE OMR 200
- Race Entry Fee RD1 ELITE SPRINT OMR 100
  * Includes contribution towards cost of equipment (including brand new BIREL ART chassis and ROTAX MAX EVO engine, and other items)

Each MENA ASN may nominate the following delegates without charge (fully subsidised by the organisation):
- MENA RMC – 1 Driver per category up to a maximum of 5 in total
- MENA RD1 ELITE ENDURANCE – up to 2 Teams
- MENA RD1 ELITE SPRINT – up to 3 Drivers

Standard fees apply to ASNs for drivers/teams over these minimum numbers.

2.4.5.2 – Supplementary Fees (optional):
- Lap time printouts OMR 5
- Transponder hire OMR 12
- D2 Front Tyres (per set) OMR 85
- D2 Tyres (per set) OMR 95
- D5 Tyres (per set) OMR 100
- Tyre fitting (per set) OMR 10
- HQ Photos OMR 21

2.4.6 – Payments:
Payments should be made (in full according to 2.4.2, 2.4.3 and 2.4.5) in cash or cheque, or by direct transfer to:
- Account Name: Oman Automobile Association
- Bank Name: Bank Dhofar
- Branch: Airport Branch
- Account Number: 01040056963001
- Branch Code: 030
- BIC/SWIFT CODE: BDOFOMRU

2.5 – Competition Requirements:
2.5.1 – MENA Rotax MAX Challenge:
A. Drivers must be in possession of a valid National or International Kart Licence issued by the ASN of a MENA country. If the Entrant is other than the driver then the entrant must hold a separate valid Licence issued by the same authority.
B. All competitors must gain “Start Permission” from their licence-issuing ASN. All competition licences must be surrendered at signing on (along with the start permission paperwork) for verification. Failure to produce the required documentation will result in enforced non-participation.
C. Competitors within the MENA Zone holding a valid National or International Kart Licence issued by a recognised ASN may compete and score Championship points within the UAE RMC Championship (see UAE RMC Sporting Regulations 2019-20 Article 2.5).
D. Only MENA Nationals will be permitted to compete in MENA RMC categories. Competitors must hold a valid passport issued by the country of representation.
E. Age limits as per UAE RMC Sporting Regulations 2019-20 Article 3.

2.5.2 – RD1 ELITE Categories:
A. Drivers do not need to be in possession of a valid Kart Competition Licence but participants are required to have significant karting or motorsport experience.
B. Competitors must be MENA Nationals or residents. Eligible competitors must hold a valid passport, National ID and/or residency issued by the country of representation.
C. Competitors must be a minimum of 15 years of age and a minimum weight of 55kg.
2.6 – MENA KARTING CHAMPIONSHIP FORMAT:

**MENA ROTAX MAX CHALLENGE**
- Signing On
- Scrutineering
- Driver's Briefing
- Qualifying
- 3 x Heats
- Pre-Final
- Final
- Award presentation

**MENA RD1 ELITE ENDURANCE**
- Signing On
- Driver's Briefing
- Practice/Qualifying
- 2HR Endurance Race
- Award presentation

**MENA RD1 ELITE SPRINT**
- Signing On
- Driver's Briefing
- Practice
- Qualifying
- Pre-Final
- Final
- Award presentation

Detailed descriptions of each element of the event format can be found in UAE RMC Sporting Regulations 2019-20 Article 2.6.

Any deviation for RD1 ELITE categories will be explained in the respective Driver's Briefings.

**FORMAL WELCOME CEREMONY**
In acknowledgement of all Nations, Teams and Drivers taking part in the MENA Karting Championship a formal Welcome Ceremony will take place on Wednesday 12th February 2020. All MENA-registered competitors are required to be in attendance.

2.7 – POINT SCORING:

2.7.1 – MENA Rotax MAX Challenge Ranking Points:
Nations Cup ranking points for MENA Rotax MAX Challenge are awarded as follows:

<table>
<thead>
<tr>
<th>POSITION</th>
<th>MENA ROTAX MAX CHALLENGE</th>
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And so on down to last place finisher...

The above points are only available for MENA Karting Championship competitors. Non-MENA Karting Championship drivers will be omitted from the above points system.

Example – Heat 1 classification shows a MENA driver in 1st place, a non-MENA driver in 2nd place and a MENA driver in 3rd place, the driver finishing 1st will receive 20 ranking points and the driver finishing 3rd will receive 18 ranking points. No ranking points will be assigned to the driver finishing in 2nd place.

Only the highest scoring driver for each country in each MENA Rotax MAX Challenge race will score points towards the Team Nations Cup ranking total.
2.7.2 – MENA RD1 ELITE Endurance and Sprint Ranking Points:
Nations Cup ranking points for MENA RD1 ELITE categories are awarded as follows:

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<tr>
<th>POSITION</th>
<th>MENA RD1 ELITE</th>
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The above points are only available for MENA Karting Championship competitors. Non-MENA Karting Championship drivers will be omitted from the above points system.

Only the highest scoring 2 Drivers (Sprint) and 2 Teams (Endurance) for each country per session will score points towards the Team Nations Cup ranking total.

2.7.3 – MENA Karting Championship Nations Cup (Overall):
Each registered MENA Karting Championship competitor will accumulate MENA Karting Championship Nations Cup Ranking Points for their country of representation throughout the event according to Articles 2.7.1 and 2.7.2.

For any sessions which are cancelled or abandoned due to “force majeure,” no ranking points will be awarded.

Points scored in each of the disciplines will be recorded and accumulated to make an ultimate MENA Karting Championship Nations Cup Total for each MENA Nation.

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, Pre-Finals will be reviewed in the same way (greatest number of 1st places in Pre-Finals followed by the greatest number of 2nd places, etc.).

The top 3 MENA Nations will be rewarded with trophies at the Awards Presentation on Friday 14th February, with the overall winner being declared the MENA Nations Cup Champion 2020!

2.7.4 – Did Not Start (DNS):
For each race (Heat, Pre-Final and Final) the number of ranking points awarded equates to 5 points less than the last classified MENA finisher, down to a minimum of zero points (see also UAE RMC Sporting Regulations Article 2.6.9).

2.7.5 – Did Not Finish (DNF):
In the case of a DNF in any ranking points race, the number of points awarded will be determined by the driver’s classified position among MENA drivers (see also UAE RMC Sporting Regulations Article 2.6.10).

2.7.6 – Penalties:
Drivers receiving a black flag may be subject to further penalties including, but not limited to, ranking point deductions and fines (see also UAE RMC 2019-20 Sporting Regulations Articles 12 and 13).
2.8 – STARTING PROCEDURES:

2.8.1 – MENA Rotax MAX Challenge Starting Procedures:
Please see Article 2.8 of the UAE RMC Sporting Regulations 2019-20 which covers detailed information on starting procedures for all MENA Rotax MAX Challenge categories.

2.8.2 – MENA RD1 ELITE Endurance and Sprint Starting Procedures:
The following procedures apply to the start of the MENA RD1 ELITE Endurance Race and the MENA RD1 ELITE Sprint Pre-Final and Final:

Karts will be released from the Pit Lane in Qualifying order to start a single-file Formation Lap which will be steady and controlled behind Pole Position. The Pole-sitter must keep his engine at constant speed during this lap (7000rpm is recommended if conditions allow).

Drivers must not break formation before taking the start.

At the end of the Formation Lap, drivers will proceed forward in ONE line up the middle of the track (in between both sets of tramlines) at a reduced and constant speed towards the Starting Line, as dictated by Pole Position. Red lights will be on to indicate the Starter is ready.

If satisfied with the formation, the Starter will switch 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”. A false start flag will also be displayed meaning that an extra Formation Lap will take place. If the reason for a “no-start” is due to a particular offender, the Race Director may decide to impose a penalty at his 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.

Breaches of the starting procedure will result in penalties being applied.

2.9 – RACE NEUTRALISATION (FULL COURSE YELLOW):

2.9.1 – MENA Rotax MAX Challenge:
Please see Article 2.9 of the UAE RMC Sporting Regulations 2019-20 which covers detailed information on Race Neutralisation for all MENA Rotax MAX Challenge categories.

2.9.2 – MENA RD1 ELITE Endurance and Sprint:
The following procedures apply to race neutralisation (full course yellow) during MENA RD1 ELITE Endurance and MENA RD1 ELITE Sprint sessions:

In case of any incident on the track where a kart requires recovery or the safety of marshals is at risk, the Race Direction may elect to neutralise the race by means of a ‘full course yellow’. In this situation all marshals will hold yellow/black quartered flags stationary to indicate to drivers that yellow flag rules apply to the entire circuit. Yellow lights may also appear around the circuit.

The number of the leading kart will be shown together with a yellow/black quartered flag at the start line. It is the responsibility of the leading kart/driver to reduce speed sufficiently so as to allow all karts to line up behind in a train, without breaking formation.

The procession will continue while the track officials carry out necessary work to return the circuit and its elements back to normal in order to continue the race safely. Note that during this time it is likely that recovery vehicle(s) may be on the circuit. It is imperative that all drivers pay full attention to the condition of the circuit and the presence of officials at all times - despite the relatively slow pace.

Drivers should take care to adjust their driving and throttle control in order to avoid the spark plug ‘fouling’. Drivers will be allowed to keep to a medium but consistent pace while slowing appropriately through the incident zone.

For RD1 ELITE Endurance Race only the Pit Lane will remain open throughout the full course yellow period for driver changes and refueling. However, delays are possible at the Pit Exit since karts may only be allowed to rejoin subject to the position of the pack.
Once the incident has been cleared to the satisfaction of the Race Director, a green flag will
be shown at the Start Line and all subsequent marshal posts to indicate that racing speed
can be resumed. Karts may only overtake once they have crossed the Start Line after the
green flag is displayed.

2.10 – RACE STOPPAGE:

2.10.1 – MENA Rotax MAX Challenge:
Please see Article 2.10 of the UAE RMC Sporting Regulations 2019-20 which covers detailed
information on Race Stoppage procedures for all MENA Rotax MAX Challenge categories.

2.10.2 – MENA RD1 ELITE Endurance and Sprint:
The following procedures apply to race neutralisation (full course yellow) during MENA RD1
ELITE Endurance and MENA RD1 ELITE Sprint sessions:

Should it become necessary to stop the Race (or Practice or Qualifying) because the circuit is blocked by an accident or because weather or other
conditions make it dangerous to continue, the Race Director shall order a
red flag to be shown at all marshal posts.

All karts will immediately reduce their speed and proceed towards the Start Line. Once the
Red Flag is displayed overtaking is not allowed. Karts must keep to one side of the
track on the main Start/Finish straight and come to a complete stop before reaching the
Start Line. Karts must line up in single file and drivers should remain in their karts until
advised by the Race Direction so as not to constitute an obstruction. Engines should be
switched off.

PARC FERME CONDITIONS APPLY. Drivers may return to the pits only if directed to do
so by the officials. ONLY Race Officials are allowed on the track or near the karts at any
time unless otherwise instructed by the Race Director. Exceptionally, if it becomes
necessary to remove all karts from the circuit before a restart, Parc Fermé conditions apply
and no work or repair may be carried out without the express consent of the Race Director.
This will be discretionary.

Before the race resumes, and when it is considered safe to do so, all drivers on the starting
grid in front of the race leader will be permitted to drive under full course yellow conditions
around the circuit to line up at the back of the train. The race leader will then lead all karts
round under full course yellow conditions until the green flag is shown (see 2.9.2).

The Race Director will determine whether the race will be abandoned, continued or declared
according to the specific circumstances of the stoppage. If declared the race result shall be
the finishing order behind the leader on the last full lap completed by him/her and before
the Race was stopped.

2.11 – RACE FINISHING PROCEDURES:
Please see Article 2.11 of the UAE RMC Sporting Regulations 2019-20 which covers detailed
information on Race Finishing procedures for MENA Rotax MAX Challenge categories. These
same procedures apply to MENA RD1 ELITE Endurance and MENA RD1 ELITE Sprint.

3 – CLASSES AND ELIGIBILITY

3.1 – MENA ROTAX MAX CHALLENGE:
With regard to age limits, weight limits, starting numbers and eligibility, Article 3 of the UAE
RMC Sporting Regulations 2019-20 applies to all MENA Rotax MAX Challenge categories.

3.2 – MENA RD1 ELITE ENDURANCE AND SPRINT:
For both MENA RD1 ELITE Endurance and MENA RD1 ELITE Sprint categories, drivers must
be a minimum of 15 years of age and have a minimum weight of 55kg.
4 – SUPPLEMENTARY PROVISIONS – MENA ROTAX MAX CHALLENGE CLASSES ONLY

4.1 – TYRES:

4.1.1 – Eligible Tyres:

Only the following tyres may be used:

- MOJO D2 (4.5/10.0-5 front tyre only) – Micro MAX
- MOJO D2 – Mini MAX, Junior MAX
- MOJO D5 – MAX, DD2, DD2 Master

4.1.2 – Quantity of Tyres:

Practice – each MENA Rotax MAX Challenge competitor will be provided with ONE set of tyres free of charge for use during official practice days (Tuesday 11th and Wednesday 12th February 2020). Additional sets can be purchased from the organisation as required, subject to availability.

Race – the maximum number of slick tyres permitted across the 2 official event days is TWO complete sets (4 front, 4 rear). This covers Day 1 (Qualifying and 3 Heats on Thursday 13th February 2020) and Day 2 (Warm-up, Pre-Final and Final on Friday 14th February 2020).

Each MENA Rotax MAX Challenge competitor will be provided with ONE set of tyres free of charge for use during official race days.

Optionally, competitors can pre-order a 2nd set of tyres from the organisation.

4.1.3 – Tyres (General):

Please also read the following Articles from the UAE RMC Sporting Regulations 2019-20 which apply to MENA Rotax MAX Challenge categories:

- 4.1.4 – Tyre Fitting
- 4.1.5 – Tyre Marking
- 4.1.6 – Tyre Collection
- 4.1.7 – Tyre Replacement

4.2 – FUEL:

Please see Article 4.2 of the UAE RMC Sporting Regulations 2019-20 which applies to MENA Rotax MAX Challenge categories.

4.3 – TRANSPONDER:

4.3.1 – Transponder Hire:

Transponder hire will be charged at OMR 12 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 OMR 200, the competitor’s valid 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 (total OMR 200) 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 (see Article 4.3.2).

4.3.2 – Transponder Purchase:

Transponders are available for purchase at OMR 200 per unit. This includes charger, user manual and fixing kit. Please check in advance with the race organiser for availability.

4.3.3 – Transponder (General):

Please also read the following Articles from the UAE RMC Sporting Regulations 2019-20 which apply to MENA Rotax MAX Challenge categories:

- 4.3.3 – Transponder Fitting
- 4.3.4 – Transponder Failure

4.4 – OTHER ITEMS:

Please also read the following Articles from the UAE RMC Sporting Regulations 2019-20 which apply to MENA Rotax MAX Challenge categories:

- 4.4 – Recording Equipment
- 4.5 – Floor Mats
- 4.6 – Engine Running
5 - TECHNICAL REGULATIONS

5.1 – GENERAL:
The UAE RMC Technical Regulations 2019-20 also apply to MENA Rotax MAX Challenge categories. Amendments may be made at anytime by way of Competitor 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 CIK 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:
Article 5 of the UAE RMC Sporting Regulations 2019-20 applies to MENA Rotax MAX Challenge categories, with the following exceptions:
A maximum of ONE engine is allowed for MENA Rotax MAX Challenge competitors.
Article 5.3 of the UAE RMC Sporting Regulations 2019-20 does NOT apply for MENA Rotax MAX Challenge competitors.

6 - SAFETY EQUIPMENT

6.1 – MENA ROTAX MAX CHALLENGE:
All safety wear for MENA Rotax MAX Challenge classes (helmet, gloves, boots, race suits) must be approved under the CIK Karting Technical Regulations, Article 3.

Articles 6.1 – 6.4 of the UAE RMC Sporting Regulations 2019-20 apply to MENA Rotax MAX Challenge categories.

6.2 – MENA RD1 ELITE ENDURANCE AND SPRINT:
It is highly recommended that all safety wear (helmet, gloves, boots, race suits) is approved under the CIK Karting Technical Regulations, Article 3.

6.2.1 – 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. Visors should be closed when driving. Dark visors are only permitted during daylight hours. Clear visors are mandatory after sunset.
The helmet does not have to meet CIK standards but this is highly recommended. An alternative is a British or European standard for road use. Open face helmets are not acceptable.

6.2.2 – Race Suit:
Race suits are mandatory. Ideally the suit should meet ‘Level 2’ specification but it does not have to be within the defined homologation period. It must be in good condition.

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

6.2 – Boots:
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.

7 - ADVERTISING ON KARTS, OVERALLS AND HELMETS
Competitors will be obliged to carry official MENA Karting Championship 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 stickers 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 may 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.

8 - GENERAL
The following Articles from the [UAE RMC Sporting Regulations 2019-20](#) apply to MENA Rotax MAX Challenge classes as well as MENA RD1 ELITE ENDURANCE AND SPRINT categories in principle:

9 – Use of the Track and Overtaking
10 – General Safety
11 – Code of Conduct
12 – Incidents
13 – Penalty Catalogue
14 – Judicial Matters

9 – GENERAL PROCEDURES AND INFORMATION FOR MENA RD1 ELITE CLASSES

9.1 – RD1 ELITE KART INFORMATION:
9.1.1 – Kart Specification:
The RD1 ELITE Karts in use for both Endurance and Sprint Competitions have been specifically designed to cope with the rigours of high performance kart racing in the MENA region and are identically prepared.

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.

9.1.2 – Kart Rotation:
For both Endurance and Sprint formats, a kart rotation system is implemented whereby every incoming kart will undergo a visual and physical inspection before being cleared for a return to the circuit.

Drivers are responsible for reporting any safety or performance concerns to the technical team immediately at the end of their stint. Engine performance/temperature/speed and lap time data is reviewed after each session to identify or verify any potential issues.

SPRINT
Kart allocation will take place before each on track session to ensure that drivers do not get the same kart twice throughout the event day. This be explained in the Driver’s Briefing.

ENDURANCE
During every trip through the Pit Lane, the incoming team driver will remove timing transponder, number(s) and any ballast weight from the kart and will, with their team, manage getting these items to the outgoing driver zone where a new kart will be used for the next driver stint.

The organisation will oversee the maintenance/repair/fuelling schedule of all RD1 ELITE karts throughout the event.
9.2 – BREAKDOWN RECOVERY AND REPAIR
Should a kart suffer a breakdown or other technical problem on track which prevents it from reaching the Pit Lane, the following procedure will apply:
A. It is the current Driver’s responsibility to get the kart to a place of safety so that it does not pose a hazard to other karts.
B. Should the kart be close enough to the Pit Lane for it to be pushed/carried back safely, the Race Director will oversee this with possible assistance from the marshals.
C. In case a kart trolley or other vehicle is required to facilitate the return of the kart to the Pit Lane, the Race Director may choose to first neutralise the race before allowing the Team to recover the kart safely (see 2.9.2).
D. Any damage sustained to a kart as a direct or indirect result of driver error, collision, leaving the circuit, etc, deliberate or otherwise, will be attended to by the RD1 ELITE Technical Team. In this situation, the Driver/Team may not be issued with a replacement kart until required repairs are carried out. Drivers/Teams understand that they are financially liable for any such damage sustained by the kart whilst in their care.
E. 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.

9.3 – WEIGHT
9.3.1 – Minimum Weight:
Drivers (RD1 ELITE Sprint) and Teams (RD1 ELITE Endurance) must ensure that the minimum weight is met at all times throughout all competitive sessions of the event. The minimum weight will be formally announced at the Driver’s Briefing and published on the official Notice Board and Drivers/Teams are advised that any information delivered at the Driver’s Briefing may supersede these regulations. As a rule the minimum weight is based on a driver weight of approximately 85 kg in combination with a kart in race trim but without fuel. This figure refers to the total weight of driver plus kart and equipment (including ballast weight as necessary) in racing condition AT THE END OF EACH DRIVER STINT.

9.3.2 – Weight Checking Procedure:
A set of calibrated scales – the ‘weighbridge’ – will be in use throughout the event. These are located in the Pit Lane before the refueling/technical/driver change areas. It is compulsory for each driver to stop at the Stop Line, indicated by two cones, just before the weighbridge. Drivers not stopping will be subject to a penalty. A ‘judge of fact’ will be present at the weighbridge at all times during the event.

Drivers may then drive slowly onto the weigh bridge, stopping again when all 4 tyres are in contact with the flat platform. The driver must remain stationary while an official records the total weight of kart and driver. Once ready, the official will signal to the driver to continue along the Pit Lane.

If the display shows the kart to be less than the minimum weight, the figure will be noted down and referred to the Race Director for further action. If narrowly underweight, drivers will be allowed 2 attempts (roll on – roll off) to re-weigh (in the Endurance race this can happen only if this does not impede another Team). Harassment of the weighbridge operator could lead to penalties.

Penalties will apply to any Driver/Team failing to meet their respective minimum weight during weighing (see 9.3.5).

9.3.3 – Kart Ballast Weights:
Drivers failing to reach the minimum weight will be required to carry ballast weights which are available from the race organisation.
Each kart has the capacity to carry up to 30kg of removable ballast weights in 5kg increments.
The weight denominations are 15kg (black), 10kg (red) and 5kg (yellow).
It is the responsibility of the Driver and/or Team member(s) to install/remove ballast weights correctly and safely, taking care not to damage elements of the cooling system and electric start (both of which are closely located to the weight box).

IT IS ABSOLUTELY FORBIDDEN FOR ANY DRIVER TO CARRY WEIGHTS OTHER THAN THOSE MENTIONED SPECIFICALLY ABOVE. LOOSE WEIGHTS CARRIED IN POCKETS OR TAPE TO LIMBS ARE UNSAFE. ANYONE INTENDING USING A ‘CAMELBAK’ OR SIMILAR FOR HYDRATION PURPOSES MUST GET THIS APPROVED BY THE RACE DIRECTOR.

ENDURANCE
Each team is responsible for monitoring and installing ballast weights according to their individual driver weights and stints. These ballast weights must be returned to their original place by the incoming driver (or a fellow Team member) at the end of each stint. Failure to do so could result in a penalty.

9.3.4 – Practical Weight Considerations:
When determining the quantity of ballast to carry it is important to anticipate inevitable fluctuations in driver and kart weight throughout the race.

Drivers will likely lose body weight through fluid loss, particularly when exerting themselves in high temperatures. Excessive fluid loss could lead to penalties for being underweight or worse – sickness, nausea, etc. It is important to keep these fluids topped up by drinking plenty of water and other hydration drinks during the event.

Karts too can lose weight. One obvious contributor is fuel. A full tank of fuel weighs approximately 7kg so longer driving stints will use more fuel and lead to the kart reaching the weighbridge nearly 7kg lighter than when it first left the Pit Lane!!!

To a lesser extent the tyres will also become lighter through use as the rubber wears. These are fine margins but it’s good to be aware!

9.3.5 – Underweight
ENDURANCE
Drivers failing to meet the prescribed minimum weight will be subject to penalties according to the following scale:

<table>
<thead>
<tr>
<th>Weight Range</th>
<th>Penalty</th>
</tr>
</thead>
<tbody>
<tr>
<td>Up to 5.00kg</td>
<td>1 lap deduction</td>
</tr>
<tr>
<td>5.01 - 10.00kg</td>
<td>2 lap deduction</td>
</tr>
<tr>
<td>10.01 - 15.00kg</td>
<td>3 lap deduction</td>
</tr>
<tr>
<td>15.01 kg+</td>
<td>4 lap deduction</td>
</tr>
</tbody>
</table>

These deductions will be applied in each instance. One of the most vital elements of race strategy is to ensure that team drivers are always above this minimum limit.

SPRINT
Individual driver weights will be recorded at the start of the event to determine the amount of ballast to be carried by each competitor.

Should the minimum weight (kart + driver) as announced in the Driver’s Briefing not be met at the weighbridge, the individual ballast weights being carried by the competitor will be checked.

If the competitor is found to be carrying ballast weights totaling less than specified at the official weigh-in, then a penalty will apply according to the above [ENDURANCE] scale.

Alternatively, if the competitor is found to be carrying the correct ballast weights as recorded at the official weigh-in, then this amount may be re-evaluated and increased for future sessions.

THE BELOW ARTICLES REFER TO MENA RD1 ELITE ENDURANCE ONLY

9.4 – NUMBER OF DRIVERS PER TEAM
The minimum number of drivers per team is 2.
The maximum number of drivers per team is 3.

Exceptions to these limits will be considered at the discretion of the Event Organisers according to specific circumstances as presented by confirmed Teams.
Drivers may only race in 1 Team unless otherwise agreed by the Race Director.
9.5 – ADDITIONAL TEAM PERSONNEL
Teams are responsible for their own race strategy and technical support and are encouraged to utilise additional personnel as necessary to cover these areas. Any such personnel should also register with the Team in order to be permitted access into the Pit Lane and Technical Areas.

9.6 – PIT LANE RULES
The entire Pit Lane is a NO SMOKING AREA.

Only registered Team members are permitted in the Pit Lane throughout the event.

Drivers should prepare to enter the Pit Lane by raising one arm high in the air and moving off the racing line so as not to impede other karts.

Once having entered the Pit Lane all karts must be driven at ‘fast walking pace’.

Karts must be switched off once the incoming driver zone has been reached.

The live Pit Lane, refuelling bay and scales should not be blocked at any time by Teams attempting to change drivers, carry out repairs or re-weigh (see also 9.3.2).

Outgoing drivers must continue at ‘fast walking pace’ while in the Pit Lane. A marker will be placed to identify the official end of the Pit Lane. This will be detailed in the Driver’s Briefing. Drivers should proceed with caution toward the Pit Exit.

Drivers exiting the Pit Lane MUST give way to karts already on track and should stay off the racing line until race speed is reached so as not to impede other karts.

Drivers must understand and allow for tyre, brake and engine temperatures being less than optimum at the start of the stint. Steering and pedal inputs should be adjusted accordingly.

9.7 – REFUELLING
The RD1 ELITE pit crew will handle all fuel.

The organisation will ensure that all karts are fully fuelled for the start of Practice/Qualifying and topped up again so that all Teams have a full tank for the race start.

During live sessions incoming drivers must stop at the refuelling zone AND switch the engine off BEFORE exiting the kart (see also 9.8).

9.8 – DRIVER CHANGES
During the briefing the Race Director may specify a MAXIMUM stint time for all Teams to adhere to. The limitations of this are purely to avoid the possibility of running out of fuel on track which could result in engine damage.

IT IS IMPERATIVE THAT ENGINES ARE NOT STARVED OF FUEL AT ANY TIME DURING OPERATION SINCE THIS WILL LIKELY RESULT IN ENGINE FAILURE.

The minimum number of driver changes during the MENA RD1 ELITE ENDURANCE is 2. There is no set maximum number of driver changes per se, although the above restriction will promote the need to pit approximately once per hour for fuel.

There is no minimum time limit on driver stints.

Individual team strategy (and fuel economy) will determine the length of each stint according to the above parameters. Double stints are permitted.

The driver change procedure will be explained during the briefing. The RD1 ELITE pit crew will monitor all Pit Lane activities, including driver changes, to ensure that the rules are adhered to (see also 9.1.2).