

IAME SERIES UAE SPORTING REGULATIONS 2019/2020 VER 1.0

NAME OF EVENT: IAME Series UAE

ORGANIZER: Ras Al Khaimah Kart Track (RAK TRACK)

1. SPORTING REGULATIONS

RAK TRACK (the "Organizer") organizes IAME Series UAE (the "Event"). The Event is property of RAK TRACK. The title will be awarded to the winning drivers in each category. All parties concerned (ASNs, Promoters, Manufacturers, Organizers, Drivers, Entrants and Circuits) undertake to apply and respect the rules governing CIK-FIA and the Series.

2. 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 these Sporting Regulations. The Annexes are an integral part of the Regulations.

3. ORGANIZATION

The Event shall be run in accordance with FIA International Sporting Code (the "Code") and its appendices, FIA and CIK-FIA official Bulletins, CIK-FIA Technical Regulations, General Prescriptions applicable to CIK-FIA Karting International Events, IAME Series UAE Technical Regulations 2019/2020 and the Supplementary Regulations of the Event.

4. SPECIFIC INFORMATION OF THE SERIES

4.1 Organization Office

Ras Al Khaimah Kart Track
P.O.Box: 2120, Ras Al Khaimah, UAE
Tel: 971 7 2222128, Fax: 971 7 2444733
E-mail: info@raktrack.ae
Web: www.raktrack.ae; www.iame.ae

4.2 Dates and Venues

Round 1 – 20/09/19 – TBC
Round 2 – 01/11/19 – TBC
Round 3 – 22/11/19 – TBC
Round 4 – 21/02/20 – TBC
Round 5 – 13/03/20 – TBC
Round 6 – 10/04/20 – TBC

4.3 Proposing and Authorizing ASN

The Event is organized by RAK TRACK and sanctioned by ATCUAE.

4.4 Entry Closing Dates

Registration to the Event will be closed 1 week before the day of the race.

4.5 Entrant's Application

4.5.1 Mandatory Entrant License

Applicant Drivers and Entrants must possess the respective valid minimum National Licenses and the necessary authorizations (visas) issued by their ASN affiliated to the CIK-FIA.

4.5.2 Mandatory Visa

In compliance with Articles 2.3.8 and 3.9.4 of the Code:

Entrants and Drivers who wish to take part in a National or International competition organized abroad can only do so with the prior approval of their own ASN. This authorization shall be given by the ASN concerned in such form as they might deem convenient.

4.5.3 Mandatory Driver Licenses (International Drivers other than UAE)

Minimum Driver Licenses: National License & In compliance with CIK-FIA Karting Licenses & Code of Conduct.

4.5.4 Minimum Age

8 years old.

4.6 Entry Restrictions

4.6.1 Entries are taken on a first come, first served basis.

4.6.2 Entries are only deemed as submitted once full payment has been received. The Organizer reserves the right to reject entries at its discretion.

4.6.3 Applications to participate in the event must be submitted by entrants or drivers to the office of the Organizer through the entry form available on www.iame.ae website.

4.6.4 The number of entries in the Event will be limited in each category. The Organizer reserves the right to accept more Drivers according to the number of entries received.

4.6.5 Drivers are not allowed to enter more than one Class or Category per event.

4.7 Entry Fees

4.7.1 Race Entry Fee per Round: AED 690 (vat inclusive). Paid in advance: AED 3450 for all 6 rounds (VAT inclusive)

4.7.2 The entry fee includes access to the track on Race Day only.

4.7.3 No entry fee will be reimbursed after the entries closing date.

4.7.4 Late Entry

Late Entries, if accepted, will be subject to an additional charge of AED 250.

5. **CATEGORIES**

5.1 IAME Series - X30 Mini ("Rookie Category")

Minimum age: 8 years old

Maximum age: 10 years old

Engine: IAME X30 WATER SWIFT 60cc TaG

Minimum weight: 110 Kg

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.2 IAME Series - X30 Mini ("Cadet Category")

Minimum age: 8 years old

Maximum age: 12 years old

Engine: IAME X30 WATER SWIFT 60cc TaG

Minimum weight: 110 Kg

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.3 IAME Series - X30 Junior ("Junior Category")

Minimum age: 12 years old (in the current year)

Maximum age: 15 years old

Engine: IAME X30 125cc RL TaG with Junior exhaust fitting (Junior version)

Minimum weight 145 Kg

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.3.1 Drivers holding International C-Junior licence are eligible to compete in X30 Junior class.

5.3.2 Drivers who start season aged 15 years old can compete in X30 Junior class until the end of current season.

5.4 IAME Series - X30 Senior ("Senior Category")

Minimum age: 15 years old (in the current year)

Engine: IAME - X30 125cc RL TaG (125cc-direct drive-liquid cooled-TaG)

Minimum weight: 160 Kg

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.5 IAME Series - X30 Senior Heavy ("Senior Heavy Category")

Minimum age: 15 years old (in the current year)

Minimum weight: 170 Kg

Engine: IAME - X30 125cc RL TaG (125cc- liquid cooled-TaG)

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.5.1 Only drivers who are aged 30 years and above (on the day of IAME International Final event) are eligible to win a ticket to IAME International Final in X30 Master class.

5.6 IAME Series - X30 Shifter ("Shifter Category")

Minimum age: 15 years old (in the current year)

Minimum weight: 180 Kg

Engine: IAME X30 SHIFTER 125cc RL TaG

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.7 IAME Series - X30 Shifter Heavy ("Shifter Heavy Category")

Minimum age: 15 years old (in the current year)

Minimum weight: 190 Kg

Engine: IAME X30 SHIFTER 125cc RL TaG

Numbers: Article 2.24 of the CIK-FIA Technical Regulations

5.8 Classes

Depending on the number of Entries, the Organizer may segregate or merge categories of similar characteristics but will maintain separate classification.

6. Prizes and Awards

6.1 Overall Prizes and Awards

6.1.1 Trophy and Title

A respective title, and trophy or medal, will be awarded to the overall 1st to 3rd placed classified Drivers in each class in each category.

6.1.2 Additional Awards

Additional awards will be given out as follows:

6.1.2.1 Rookie Category

The overall classified Champions of Rookie category will be awarded:

1st place: IAME voucher for AED 4000 in spare parts
2nd place: IAME voucher for AED 2000 in spare parts
3rd place: IAME voucher for AED 1000 in spare parts

6.1.2.2 Mini/Junior/Senior/Senior Heavy & Shifter Category

1st place: free entry at the IAME International Final + IAME voucher for AED 4000 in spare parts or IAME INTERNATIONAL FINAL race tyres pack (2 sets slick + set wets as per regulations of the official phase)

2nd place: free entry at the IAME International Final + IAME voucher for AED 2000 in spare parts

3rd place: free entry at the IAME International Final + IAME voucher for AED 1000 in spare parts

6.1.2.3 Shifter Heavy Category

The overall classified champion of the Veteran Category will be awarded:

1st place: IAME voucher for AED 4000 in spare parts

2nd place: IAME voucher for AED 2000 in spare parts

3rd place: IAME voucher for AED 1000 in spare parts

6.2 Individual Rounds Prizes and Awards

A respective title, and trophy or medal, will be awarded to the 1st to 3rd placed classified Drivers in each class in each category every Round.

6.3 The Organizer reserves the right to amend the prizes and awards given out at its discretion and without prior notice.

6.4 Drivers holding UAE Licence who qualified to IAME International Final should represent the UAE, regardless of driver's nationality.

7. **ORGANIZER'S SUPPLEMENTARY PROVISIONS**

Starting from the first day of free practice sessions, only specified tyres below are allowed in the Event.

7.1 IAME Series dry tyres – for Junior, Senior & Senior Heavy Category

Komet Racing Tyres Model K1H

Front size: 10 x 4.60-5

Rear size: 11 x 7.10-5

(2 front and 2 rear tyres) - Starting from the Qualifying Practice.

The Tyres will be placed in a tyre-pool, raffled and handed out accordingly and then the tyres will be registered to the Competitor's number during hand over.

7.2 IAME Series dry tyres – for Shifter & Shifter Heavy Category

Komet Racing Tyres Model K1M

Front size: 10 x 4.60-5

Rear size: 11 x 7.10-5

(2 front and 2 rear tyres) - Starting from the Qualifying Practice.

The Tyres will be placed in a tyre-pool, raffled and handed out accordingly and then the tyres will be registered to the Competitor's number during hand over.

7.3 IAME Series dry tyres – for Rookie and Cadet Category

Komet R.T. K1D-H

Front size: 10 x 4.00-5

Rear size: 11 x 5.00-5

(2 front and 2 rear tyres) - Starting from the Qualifying Practice.

The Tyres will be placed in a tyre-pool, raffled and handed out accordingly and then the tyres will be registered to the Competitor's number during hand over.

7.4 Petrol

It will be each competitor's responsibility to purchase their own petrol.

- 7.5 Petrol will be unleaded, commercial UAE pump fuel, up to 98 octanes.
- 7.6 The recommended oil mixture ratio is 3%/4%.
- 7.7 Only the official oil for the Event (CIK-FIA approved semi-synthetic 2-stroke oil) Wladoil Racing K-2T is allowed.
- 7.8 It is forbidden to add any liquid and/or power-boosting chemicals into the petrol.
- 7.9 The volume of the fuel in the tank must be over or equal to 1.5 litres at all times. (except Rookie and Cadet)
- 7.10 The Scrutineers, following the decision of the Stewards, have the right to change/replace any driver's petrol at their discretion, at any time during the official heats.
Case 1 - The driver will be asked to enter the paddock area without petrol in his/her fuel tank. The organization will then provide petrol at no cost to the driver. The added petrol will be in compliance with the supplementary regulations of the event.
Case 2 - Petrol will be changed without warning, at no cost for the driver.
- 7.11 Evaluation of the fuel at the racetrack will be made with one or all of the following test devices:
 - 1) Dynatron DT- 47 Fuel Meter Test
 - 2) Specific Gravity Test
 - 3) Water Solubility Test
- 7.12 If non-conformity is ascertained, further tests will be conducted at the cost of the Entrant/Driver. An invoice will be provided.

8. GENERAL UNDERTAKINGS

- 8.1 All drivers, Entrants and Officials participating in the IAME Series undertake, on behalf of themselves, their employees and agents, to observe all provisions of the International Sporting Code (the "Code"), the Karting Technical Regulations (the "Technical Regulations"), the General Prescriptions applicable to the CIK-FIA Karting international Events and Championships, Cups and Trophies (the "General Prescriptions"), the Supplementary Regulations of the Event concerned and these Sporting Regulations.
- 8.2 The Organizer reserves the right to issue additional statements following the agreement of the ASN presenting the Challenge, concerning the rules and regulations (previously approved by the ASN proposing the series) from time to time. All such statements will be issued to registered competitors by way of competitors' bulletins at the race meeting, or posted to the email address indicated on the Event registration form, or reported on the official website of the event.

9. GENERAL CONDITIONS

- 9.1 Paddock Service Vehicles
Entrants are to note the exiguity of the space reserved for servicing vehicles. No private vehicles are authorized to be in this area.
- 9.2 Entrants & Drivers
Entrants and Drivers must report to the reception office immediately upon arrival to be identified, sign on and surrender their Competition Licence.
- 9.3 Paddock
 - 9.3.1 It is strictly forbidden to erect or unload any equipment until you have been allocated your place in the paddock.
 - 9.3.2 No driver may enter the track for official heats before or without having passed the Sporting & Technical Verifications.

- 9.3.3 All karts must display the official race numbers beginning from the first non-qualifying practice session. (In compliance with Article 2.24 of the CIK/FIA Technical Regulations).
- 9.3.4 Only vehicles with authorized passes are allowed in the Paddock.
- 9.3.5 Each Paddock space (8x6meters) shall be equipped with at least one 5 Kg fire extinguisher.
- 9.3.6 It is strictly forbidden to smoke or use any device risking provoking fire in the Paddock area. It is forbidden to cook in the Paddock, except with special authorization from the Organizer. In all cases, these installations shall be electrical, isolated and equipped with at least one (1) 5 kg fire extinguisher. Smoking is only allowed in designated areas.
- 9.3.7 Usage of motorized vehicles such as mini-motors within the Paddock is forbidden. Violators face risk of exclusion.
- 9.3.8 Ground carpets required to be used throughout the entire race week.
- 9.3.9 Refuelling is only allowed in your allocated paddock space.
- 9.3.10 Floor mats or suitable equivalent floor covering beneath karts in your allocated paddock space is obligatory.
- 9.3.11 Engine warm up in the Paddock area must not exceed 30 seconds.

10. PARC FERMÉ

Only one (1) driver per kart and one (1) mechanic is allowed in the "Parc Fermé".

11. RACING NUMBERS AND DRIVER NAME

11.1 Racing Number

Mini:	100 to 199
Junior:	200 to 299
Senior:	300 to 399
Senior Heavy:	400 to 499
Shifter:	500 to 599
Shifter Heavy:	600 to 699

11.1.1 Novice Drivers

A competitor will be considered as a „Novice“ and must carry Novice plates until he/she has completed two kart races.

Novice drivers will occupy the rearmost grid positions in all races (Heats, Pre-Finals, Final) notwithstanding his/her qualifying performance

The novice plate must be a 22cm square yellow sticker or yellow plastic plate (plastic plate must have rounded off corners as per CIK regulations) with a black „X“ running from corner to corner (2-3cm stroke width). It must be displayed on the rear bumper alongside the regular race number plate.

11.2 Driver Name and Nationality (Optional)

Display of Driver Name is optional. Should the driver wish to display his name and nationality on the kart, the Driver's name and the flag of his nationality (The flag displayed must be as per the nationality of the License) shall be in the fore part of the lateral bodywork. The minimum height of the flag and the letters of the name shall be 3 cm.

- 11.3 The Driver is responsible for ensuring that the required numbers are clearly visible to Officials, Timekeepers and Marshals at all times.

11.4 Karts not in conformity with article 11.1, 11.2 and 11.3 may be not allowed to participate in the Event.

12. THE EVENT - PRINCIPLE AND RUNNING

12.1 The Event will consist of 6 rounds held on different dates.

12.2 Each round (the "Round") of the Event will be run over 7 segments:

Signing On
Scrutineering
Briefing

Qualifying Practice
Heat
Pre-Final
Final

12.3 Race distances will be stated in the Event's Supplementary Regulations or Event Schedule.

12.4 All Drivers must have passed the sporting checks and have numbers and names (optional) displayed on their karts before taking part in any segment of the Event.

12.5 A transponder is mandatory beginning from first session of qualifying practice until the end of the Final. It must be fixed on the lower part of the back of the kart seat.

12.6 Free Trails

Only tyres of the same brand and model assigned to each category are allowed.

12.7 Qualifying

12.7.1 Classification

12.7.2 Each group will be allowed out for a 7 minute qualifying session. Each lap is timed and the fastest time during the Driver's session will determine his/her starting grid position in the Heat. Any ties will be decided by the second best time and so on.

12.7.3 If a Driver stops in the Paddock Area during the Qualifying, the stop will be definitive. He/she will not be allowed to re-join the Qualifying.

12.7.4 Drivers are to individually report to the scale for checking of weight immediately after they finish Qualifying session or after their early stop as per article 12.7.3 and in accordance with article 2.5 of the CIK International Sporting Code, whichever is earlier. Drivers may only leave through the "Paddock Area".

12.8 Heat

12.8.1 Classification

The winner of each Heat is the driver who has completed the stipulated number of laps in the shortest time. All drivers behind him have finished the race without taking into consideration the number of laps completed.

12.8.2 The classification of the heats is determined by each Driver's number of completed laps. This includes Drivers who have not finished. Drivers who have completed the same number of laps will be classified according to the order in which they crossed the finish line.

12.9 Pre-Final and Final

- 12.9.1 Each Round will comprise 2 races in its final phase, named “Pre-Final” and “Final”.
- 12.9.2 Both Pre-Final and Final count towards the overall championship standings.
- 12.9.3 The chequered flag will be shown to the leading kart when it crosses the finishing line (the “Line”) at the end of the last lap. The Line consists in a single line across the track.
- 12.9.4 The starting grid position in Pre-Final is determined by the Drivers classification in the Heat. The finishing order of The Pre-Final will determine the starting grid position in The Final.
- 12.9.5 Classification
Drivers will be awarded points for Pre-Final and Final according to their finishing positions as follows:
- 12.9.6 Pre-Final Score points: 34.33.32.31. to the last classified driver.
- 12.9.7 Final Score points: 55.52.50.49.48.47. to the last classified driver.
- 12.9.7.1 In the case of a DNF (Did Not Finish), competitors will be classified according to the number of laps completed.
- 12.9.7.2 In the case of a DNS (Did Not Start) in a Pre-Final or Final, competitors will be reclassified after the last classified competitor. DNS scores 3 points less and down the order with other DNS as per their last classification heat position.
- 12.9.8 The final classification of each Round will be according to the total number of points awarded to each driver during Pre-Final and Final.
- 12.9.9 In case of Pre-Final or Final cancellation due to “Force Majeure”, no points will be given for that particular Pre-Final or Final.
- 12.9.10 In the event of exclusion from the event through scrutinizing or Juridical Action, no points will be given.
- 12.9.11 Drivers who are excluded by a black flag and/or misbehaved in the paddock area during/after a Race will be authorized to participate in the following Race at the discretion of the Stewards. Drivers excluded for technical non-compliance will be admitted to the following Race at the discretion of the Stewards upon advice from the Scrutineers. All other qualified Drivers will be allowed to take the start.
- 12.9.12 The total of all Pre-Finals and Finals results from all Rounds will be computed cumulatively (the “Championship Points”) for the final overall classification of the Event minus one worst Pre-Final and one worst Final out of all rounds. “Non-attended” round will classify as worst Pre-Final and worst Final scores.
- 12.9.12.1 In case of exclusion from the heat, except disqualification through underweight, competitor cannot drop the points for this Pre-Final/Final.
- 12.9.13 Bonus Points: Each driver who enters and competes in 5 Rounds or more will be awarded 10 bonus points per each round he/she competed in.
- 12.9.14 Only MENA licensed, UAE Nationals and UAE full time resident drivers will be awarded Championship Points.
- 12.9.15 Driver with the highest number of points after all Rounds, dropped points and bonus points wins the Championship.

13. STARTING GRIDS

Article 2.19 of the General Prescriptions

- 13.1 At the end of the final Qualifying Practice session, the list of qualified Drivers as well as the starting grids will be officially published.
- 13.2 Only these Drivers will be allowed to take the start of the Qualifying Heats and/or of the final phase.
- 13.3 Any Entrant or Driver whose kart(s) is (are) unable to take the start for any reason whatsoever or who has good reasons to believe that his/her kart(s) will not be ready to take the start must inform the Official in charge of the Assembly Area, who will advise the Clerk of the Course as soon as he/she has the opportunity.
- 13.4 The grids will be drawn up in accordance with the fastest time achieved by each Driver, taking into account the qualifying practice session. Should one or several Drivers achieve the same time; the tie will be settled on the basis of their second best time, and so on.
- 13.5 Access to the Pre-Grid will end three (3) minutes before the time scheduled for the start of the Race. Any kart which has not taken its position on the Pre-Grid within the three minutes shall not be allowed to do so, except under exceptional circumstances left to the appreciation of the Clerk of the Course. Karts on the Pre-Grid must be ready to race, all further work And/or adjustment (with the exception of tyre pressures) to the kart on the Pre-Grid is strictly forbidden. Karts on the Pre-Grid are prohibited to return to the Paddock Area, except under exceptional circumstances left to the appreciation of the Clerk of the Course.
- The Mechanics will have to clear the Pre-Grid 30 seconds before the time scheduled for the start of the Race. If a Driver is unable to start from the Pre-Grid after the display of the green flag and if he requests the intervention of a Mechanic, he will be authorized to leave the Pre-Grid only on the orders of a Marshal and he will take the start from the back of the formation, irrespective of the number of formation laps.
- Definition of Pre-Grid:
- 1: The area between the track and Start Paddock Area.
 - 2: The area/walk way to Starting line.
 - 3: Starting line if used.
- 13.6 Any Driver who is present, with his/her kart, on the grid within the time limit will be considered as a starter.
- 13.7 Start Delayed
If the Clerk of the Course considers that for safety reasons, the start must be delayed, the following procedure will take place:
- 13.7.1 A time will be given where changes can be made.
- 13.7.2 Entrants/Drivers outside this time will not be able to enter the race
- 13.7.3 If tyre change is applicable for safety reasons:
- a) The setting of the rear and front wheels may be adjusted but must be always conform to Technical Drawing no. 2 of CIK-FIA Technical Regulations.
 - b) No other modifications and /or changes are permitted.

14. STARTING PROCEDURE

Article 2.20a of the General Prescriptions

- 14.1.1 Rolling starts for direct drive karts with clutches:
At the end of the Formation Lap, Drivers will proceed forward at a reduced speed of 30kph minimum to 50 kph maximum towards the Starting Line, lined up in two lines of karts. Each line shall remain within the lanes marked on the track. A Driver crossing the lanes is liable to be sanctioned by the Stewards, on the basis of a time penalty of 3 seconds for partly crossing the lanes and of 10 seconds for completely getting out of the corridor. A Driver over speeding 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 with a maximum penalty of 10 seconds. When the karts approach, the red lights will be on. Karts must maintain their position until the start signal is given. A reasonable distance must be kept between karts in the same line. If the Clerk of the Course is satisfied with the formation, he

himself, or his Deputy, will give the start by switching off the red lights. If he/she is not satisfied with the procedure, he will switch on the orange light, which means that another Formation Lap must be covered.

14.1.2 Standing starts for karts with gearboxes:

Article 2.20 of the CIK-FIA General Prescriptions: Standing starts for karts with gearboxes (short circuits) and Art. 8.4 of the CIK International Sporting Code

- 14.2 The Stewards may use any video or electronic system likely to help them to take a decision. The Stewards' decisions may supersede those taken by Judges of Fact. Any infringement to the provisions of the Code or of these Sporting Regulations relating to the starting procedure may entail the exclusion of the Driver concerned from the Event.

15. CODE OF DRIVING CONDUCT ON KARTING CIRCUITS

In accordance with Art. 3.6 of the CIK Code of Conduct

15.1 Observance of signals

The instructions detailed in Article 2.15 of the General Prescriptions and in Article 2.3 of the Circuit Regulations (part II) are deemed to be part of this Code of Driving Conduct. All Drivers must be thoroughly acquainted with them.

15.2 Overtaking

- During a race, a kart alone on the track may use the full width of the track. However, as soon as it is caught up by a kart which is about to lap it, the Driver must allow the faster driver pass at the first possible opportunity.
- If the Driver who has been caught does not seem to notice that another driver wants to overtake him, the flag Marshal(s) will give a warning by waving the blue flag to indicate that another Competitor wants to overtake. Any Driver who does not take notice of the blue flag may be penalized by the Stewards. Systematic or repeated offences may result in the exclusion of the offender from the race.
- Curves, as well as the approach and exit zones thereof, may be negotiated by the Drivers in any way they wish, within the limits of the track. Overtaking, according to the circumstances, may be done either on the right or on the left. However, manoeuvres liable to hinder other Drivers such as premature or dangerous changes of direction, more than one change of direction, deliberate crowding of karts towards the inside or the outside of the curve or any other dangerous change of direction, are strictly prohibited and shall be penalized, according to the importance and repetition of the offences, by penalties ranging from a fine to the exclusion from the race. The repetition of dangerous driving, even involuntary, may result in the exclusion from the race.
- Any obstructive manoeuvre carried out by one or several Drivers, either having common interests or not, is prohibited. The persistent driving abreast of several karts, as well as fan-shaped arrangement, is authorized only if there is not another kart trying to overtake. Otherwise the blue flag will be waved.
- The penalty inflicted for ignoring the blue flag will also be applied to the Drivers who obstruct part of the track and shall be more severe in the case of systematic obstruction, ranging from a fine to the exclusion from the race. The same penalty shall be applied to Drivers who block from one side of the track to the other in order to prevent other Competitors from overtaking.
- The repetition of serious mistakes or the appearance of a lack of control over the kart (such as leaving the track) may entail the exclusion of the Drivers concerned.
- Only the race track shall be used by the Drivers during the race.
- Contacts / collisions (during the race, deceleration lap included): sanctions may be imposed on a Driver who pushes another Driver.

16. NEUTRALIZATION OF A QUALIFYING HEAT OR A RACE

- The Clerk of the Course may decide to neutralize a Qualifying Heat or a Race. This procedure will be used only if the Track is obstructed, or if the Drivers or the Officials are in immediate physical danger, but the circumstances are not sufficient to justify stopping the Qualifying Heat or Race.
- When the order is given to neutralize Qualifying Heat or Race, all observers' posts will display waved yellow flags, which shall be maintained until the neutralization is over.

- 16.3 All the competing karts must then line up behind the leading kart, and overtaking is strictly forbidden. Overtaking will be permitted only if a kart slows down because of a serious problem.
- 16.4 During the neutralization laps, the leading kart will dictate the pace, at a moderate speed, and all the other karts must remain in an as tight as possible formation.
- 16.5 The karts may enter the paddock zone during the neutralization, but they may re-join the track only when authorized to do so by a marshal. A kart re-joining the track shall proceed at a moderate speed until it reaches the end of the line of karts behind the leading kart.
- 16.6 When the Clerk of the Course decides to end the neutralization, he will have the flashing orange lights switched off, this will be the signal to the Drivers that the Race is to resume next time the Line is crossed. In the last neutralization lap, the yellow flags will be shown immobile.
- 16.7 At that moment, the leading kart will continue to set the pace, at a moderate speed. The Clerk of the Course, or his Deputy will signal the resumption of the Race by means of a waved green flag at the Line. Overtaking will remain prohibited until the karts have crossed the Line at the end of the neutralization of the Qualifying Heat or Race. On approaching the Line, where a green flag will be waived by the Clerk of the Course, the Drivers may accelerate only after crossing the yellow line proceeding the Line. The yellow flags at the observers' posts will then be withdrawn and replaced with waved green flags. These flags will be displayed for a maximum of one lap.
- 16.8 Each lap completed during the neutralization will be counted as a racing lap.
- 16.9 If the race finishes during the neutralization, the karts will take the chequered flag as usual. Overtaking will be permitted only if a kart slows down because of a serious problem.
17. **STOPPING A RACE OR PRACTICE**
Article 2.21 of the CIK-FIA General Prescriptions.
18. **RESTARTING A RACE (QUALIFYING HEAT OR RACE OF THE FINAL PHASE)**
Article 2.22 of the CIK-FIA General Prescriptions.
19. **FINISH**
Article 2.23 of the CIK-FIA General Prescriptions.
20. **INCIDENTS**
Article 2.24 of the CIK-FIA General Prescriptions.
21. **ENTRANCE TO THE PIT OR PADDOCK AREA**
- The so-called "Deceleration Zone" is a part of the pits area.
 - During the practice sessions and the race, access to the pits is allowed only through the deceleration zone. The penalty for a breach of this rule shall be exclusion from the race.
 - Any driver intending to leave the track or to enter the pits or paddock area shall signal his intention in good time and make sure that it is safe to do so.
 - Except in cases of force majeure (accepted as such by the Stewards of the meeting), the crossing, in any direction, of the line separating the deceleration zone and the track is prohibited.
 - Except in cases of force majeure (accepted as such by the Stewards of the meeting), any line painted on the track at the pit for the purpose of separating karts leaving the pits from those on the track must not be crossed by any part of a kart leaving the pits.
22. **SCALE, WEIGHING PROCEDURE**
The scale of the day will be located in the "Paddock Area". This scale is the only one which will be officially used and counted.
- 22.1 After each Qualifying Practice, Qualifying Heats, Race 1 and Race 2, each kart crossing the line will be weighed simultaneously then separately. If the kart is unable to reach the Weighing Area by its own means it will be placed under the exclusive control

of the Marshals, who will take it there or have it taken there, and the Driver shall report to the Weighing Area as soon as he returns to the pits so that his weight may be established.

- 22.2 If for reasons of "Force Majeure" the Driver is unable to report to the scales at the end of a Qualifying Practice, Qualifying Heat or Race 1 or Race 2, his kart will be weighed on its own and the Driver's weight registered after Qualifying Practice would be added to that of the kart.
- 22.3 No solid, liquid or gaseous matter or substance of any nature whatsoever may be added to a kart, placed on it or removed from it before weighing (except by a Scrutineer within the framework of his official duties).
- 22.4 Only Scrutineers and Officials may enter the weighing area. No intervention whatsoever is allowed in that area unless it has been authorized by these Officials.
- 22.5 Karts and Drivers are not allowed to leave the weighing area without the authorization of the Scrutineer.
- 22.6 Any infringement to these provisions relating to the weighing of karts may entail the exclusion of the driver and kart concerned.
- 22.7 The Organizer shall place the scales under a shelter at the entrance to the "Finish" Paddock Area and must provide for sufficient personnel to ensure the placing of the kart on the scales. Mechanics will be kept away from the karts until the weighing procedure of their karts is over.
- 22.8 If the weight of a Driver and of his kart is under that specified in the Technical Regulations, the result will be communicated in writing to the Entrant, and the kart and its Driver will be excluded from Qualifying Practice, the Qualifying Heat or the Race 1 or Race 2 concerned.
- 22.09 It is absolutely forbidden to drink, pour water on the suit, and introduce any kind of liquid inside the Parc Fermé.

23. ELIGIBLE KARTS AND EQUIPMENT

Each Driver will be entitled to submit to Scrutineering the following equipment:

Number of chassis : 1 CIK-FIA homologated 2010 or newer.

Number of engines: 2 of the same model, They must be originals and strictly in accordance with the Technical Regulations and the technical data sheets of each category. Only engines Imported by RAK TRACK are allowed. Engines that are imported to UAE before 2015 can still be used if the owner can satisfy RAK TRACK that it was imported before 1st of January 2015.

24. GENERAL SAFETY

Article 2.14 of the CIK-FIA General Prescriptions

25. KART SAFETY

Article 3.1 of the CIK-FIA Technical Regulations

26. DRIVER'S SAFETY

Article 3.2 of the CIK-FIA Technical Regulations

27. BRIEFING

Drivers & Entrants Briefing is mandatory for all Drivers and Entrants, exact time will be stated on the timetable for the event and is mandatory for all Drivers and Entrants to attend. A further Drivers briefing may also be mandatory on Friday under the discretion of the Clerk of the Course. It is the Drivers / Entrants duty to enquire about any further Driver's Briefing. This information will be posted on the official posting board and available at the Reception office. Drivers / Entrants not attending the briefing will be liable to incur a fine to be paid to the ASN sanctioning the event (ATCUAE), via the Stewards and according to the official fee indicated by the ASN in the supplementary regulations. Signing of the attendance list is mandatory.