



DAMC Karting Club Championship 2010 / 2011 Championship Sporting Regulations Version 17.05.10

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 DAMC Karting Club Championship 2010 / 2011 and its events is organized and administrated by Dubai Autodrome Motorsport Club (DAMC) in accordance with the requirements of the ATC UAE (incorporating the FIA International Sporting Code and its appendices, the FIA and CIK-FIA official Bulletins, the General Prescriptions applicable to CIK-FIA Karting International Events, Chapter 2 of the International Karting Regulations, these Sporting Regulations, the Technical regulation applying to each class of the DAMC Club Championship 2010 / 2011 and the Supplementary Regulations of each Event of the Series). ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.





2 – INFORMATION SPECIFIC TO THE CHAMPIONSHIP

2.1 ORGANISER

DAMC / Kartdrome
P.O.Box 24649
DUBAI
U.A.E
Phone +971 43678744
Fax: +971 43678763
E-mail: purificacaop@dubaiautodrome.com
Web : www.dubaiautodrome.com

2.2 - DATES / EVENTS

Round 1:	17 Sept 2010	Dubai Kartdrome
Round 2:	15 Oct 2010	Dubai Kartdrome
Round 3:	29 Oct 2010	Dubai Kartdrome
Round 4:	21 Jan 2011	Dubai Kartdrome
Round 5:	18 Feb 2011	Dubai Kartdrome
Round 6:	18 March 2011	Dubai Kartdrome

2.3 - PROVISIONAL INFORMATION OF THE MEETING

Adapted to the kartdrome race track licensed by the ATC UAE.

Additional information will be available in the Supplementary Regulations for each meeting.

All Drivers / Teams should contact race office on arrival to the track, for sign in and to sort out all the paperwork related to the event.

It is forbidden to use motorbikes, scooters or any other motorized devices in the Paddock.

Karts can only be driven on the race track and in the pit lane entrance till the weighing zone.

2.4 - ENTRIES:

2.4.1 - Reception Office.

DAMC / Kartdrome
P.O.Box 24649
DUBAI
U.A.E
Phone +971 43678744
Fax: +971 43678763
E-mail: purificacaop@dubaiautodrome.com

2.4.2 - Dates:

As per articles 2.2, 2.3, Supplementary Regulations and schedule of each event.

Entries should be received 7 days **before** the race meeting date. The organisers reserve the right to refuse entries submitted after this deadline.

2.4.3 - Receipt:

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





2.4.4 - Restriction:

Maximum of 34 Entries apply in all classes. Entry will be accepted in the order of receipt of the entries.

2.4.5 - Fees:

- Membership Fee: Will be included in the race entry fee for any round of the Championship
Race Entry Fee: AED 300
Championship: There will be no Championship entry fee.
Late Race Entry Fee: An additional AED 100 fee will be added to the AED 300 Entry Fee for any driver entering or paying his Entry Fee less than 7 days prior to each round

Please note that all competitors are insured in respect of Third Party Public liability during official testing, practice and racing. They have to comply with the Championship rules set by the Championship organizer but also with the supplementary regulations. Please note that your 2010 ATC UAE racing license now includes personal accident insurance for each competitor. Please see details of your personal accident insurance cover with ATCUAE. We strongly advise you to read the terms of the personal insurance carefully. If you feel it's necessary or if your licenses is issued by another ASN and doesn't include personal insurance, please subscribe to additional personal insurance cover as you deem fit.

2.5 – COMPETITION REQUIREMENTS:

2.5.1 – Kart Licence:

Entrants/Drivers must hold a valid National Kart Licence issued by the ATC UAE, or an equivalent licence issued by an ASN of a GCC country. If the Entrant is other than the Driver then the Entrant must hold a separate valid Entrant Licence issued by the ATC UAE or an ASN of a GCC Country. All foreign competitors holding a licence issued in the GCC other than the ATC UAE must gain "Start Permission" from their Licence issuing ASN.

All competition licences must be surrendered at signing (along with the "Start permission" paperwork if applicable) for verification.

Competitors outside the GCC with a National or International Kart Licence issued by a recognized ASN may compete but not score Championship points within the DAMC Karting Championship 2010 / 2011. Any applications received that apply to this regulation must apply in advance to the ATC UAE for approval and if approved must gain the required "Start Permission" from the Licence issuing ASN.

2.5.2 – Visa:

Entrants and drivers wishing to take part in any international competition organised abroad can only do so with the approval of the ATCUAE. This authorisation shall be given in such form as they might deem appropriate.

2.6 – RACE MEETING FORMAT:

Each race meeting consists of:

- Signing on
- Scrutineering
- Non-Qualifying Practice
- Qualifying
- Heat
- Pre-Final
- Final
- Award presentation





2.6.1 – Signing on:

Signing on will commence at the beginning of the event at the time stipulated in the event Supplementary Regulations. Drivers must present their valid and signed racing licence to be verified and surrendered to the administration team before being allowed to sign on. Drivers who are unable to produce a valid licence will not be permitted to take part in the race meeting and maybe referred to the Chief Steward.

2.6.2 – Scrutineering:

Technical Scrutineering will take place in a predetermined area and at the time specified in the event Supplementary Regulations. Drivers must present themselves along with their race wear and kart (which must be ready to race) to the Scrutineers at the allotted time for a basic safety and technical compliance inspection. Drivers who do not successfully pass Scrutineering will not be permitted to take part in the race meeting.

Note: Post-race scrutineering will be conducted at the discretion of the Chief Scrutineer in conjunction with other Senior Race Officials. Drivers are solely responsible for the technical compliance of their kart, engine and race wear at the time of inspection.

2.6.3 – Non-Qualifying Practice:

The length of this session will be stipulated in the race schedule attached to the event Supplementary Regulations. The warm up session is mandatory. Failure to participate in this session may result in a penalty being applied by the Chief Steward with a possibility of exclusion from the remainder of the meeting.

2.6.4 – Qualifying Session:

The length of this session will be stipulated in the event Supplementary Regulations.

The results of the qualifying session will determine the starting positions for the heat in terms of best lap time classification. In the case of 2 drivers achieving identical best lap times, the organisers will revert to the second best lap time set by each individual in order to determine priority, and so on.

In the case of several drivers failing to participate in the qualifying session, it will be the officials decision to allow them to race or not. If competitors are allowed to race, they will start behind all the other competitors that entered the Qualifying Session and as per their racing number.

2.6.5 – Heat:

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

The winner of the heat is the driver completing the stipulated quantity of laps in the shortest time. All drivers behind him/her will be deemed to have finished the race regardless of the number of laps they have completed.

Drivers completing the same number of laps will be classified in the order in which they cross the finish line. No championship points are awarded. The results of the heat will determine starting positions for the Pre-Final.

2.6.6 – Pre-Final:

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

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

Drivers completing the same number of laps will be classified in the order in which they cross the finish line. The results of the Pre-Final will determine the starting positions for the Final.





2.6.7 – Final:

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

2.6.8 – Non-starter (DNS):

DNS is used for a driver who fails to complete at least one full timed lap in the race. For all the races and in case of several DNS competitors, starting order of the race where they have been considered as non-starter will remain the same for the next race of the racing weekend.

2.6.9 – Non-finish (DNF):

For all the races, drivers that don't finish the race, meaning that they failed to cross the start and finish line when receiving the chequered flag, will be classified anyways as per the number of laps they completed. Drivers completing the same number of laps will be classified in the order in which they last crossed the finish line.

2.6.10 – Award Presentation:

Trophies will be presented to the top drivers in each class according to the official finishing positions in the Final. The number of trophies awarded will depend on the total number of class entrants according to the following:

- 1-3 competitors 1st place only
- 4-6 competitors 1st and 2nd place only
- 7+ competitors 1st, 2nd and 3rd places.

Results do not become official until 30 minutes "protest time" has elapsed without objection. Prize winners are to ensure that race suits are worn and zipped up with collar closed.

2.7 – POINT SCORING:

2.7.1 – Overall Score:

Championship points are only awarded for Pre-Final and Final placing 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, DAMC Committee will nominate a winner according to such criteria as it deems fit.

2.7.2 – Pre-Final:

Points awarded as follows:

	1 st place 34 points			
	2 nd place 33 points			
	3 rd place 32 points			
	4 th place 31 points			
	5 th place 30 points...and so on down to the last place finisher.			





2.7.3 – Final:

Points awarded as follows:

1 st place	55 points
2 nd place	52 points
3 rd place	50 points
4 th place	49 points
5 th place	48 points

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

2.7.4 – Non-finish (DNF):

For Pre-Final and Final, DNF drivers will receive points as per their position.

2.7.5 – Non-starter (DNS):

For Pre-Final and Final this results in 0 point score.

2.7.6 – Penalties:

Drivers receiving a black flag during Pre Final or Final will score 0 point.

Penalties will apply under CIK regulations.

2.8 – STARTING PROCEDURES:

2.8.1 – General:

All starts shall be rolling type. The regulations for “Rolling starts for karts with clutches and without gearboxes” of the CIK-FIA general regulations apply for all the classes competing in the DAMC Karting Championship 2010 / 2011.

Kart trolleys will not be permitted onto the circuit from the moment the karts leave the Pre-Grid to the time all running karts have returned to the pits following the chequered flag.

2.8.2 – Pre-Grid:

Aside from Non-Qualifying and Qualifying Practice, karts shall be lined up on the Pre-Grid in a pre-determined order as detailed in section 2.6. It is the driver’s responsibility to ensure that both he/she and their kart are in position on the Pre-Grid before the Pre-Grid closes. Any drivers arriving after this time will not be permitted to enter the circuit.





2.8.3 – Formation Lap:

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

The field must stick together in 2 distinct lanes as per the positions on the Pre-Grid. It is the responsibility of the driver in Pole Position to set the pace, which should be steady and controlled. The driver in 2nd position should stay alongside during this lap.

Drivers must not break formation before crossing the start line (see 2.8.4).

Erratic weaving (zig-zags) is prohibited. Offending drivers will be penalised

Any competitor unable to start the Formation Lap due to a technical problem on the Pre-Grid must raise his/her arm. Once all other karts have left the grid, his/her mechanic will be allowed to make an attempt to rectify the problem. If this can be done quickly, the driver may only enter the circuit at the discretion of the Officials. He/she may only join the Formation Lap at the back of the field and must not try to regain his/her grid position. However, if a driver is delayed starting from the Pre-Grid but manages to join the track before the last kart left the Pre-Grid, he/she will be allowed to take up his/her original position before the start as long as this is achieved in a safe manner that does not compromise any other competitor.

Should a technical problem arise during the Formation Lap, the driver must raise his/her arm and ease the way for the other competitors. Whether the kart comes to a complete stop or not, if the driver manages to rejoin the race, he will be allowed to take up his/her original position before the start (as long as this is achieved in a safe manner that does not compromise any other competitor) only if he has not been overtaken by the last kart. If not, he will have to start from the back of the field.

If the kart cannot be restarted quickly, it must be removed from the track to a place of safety.

2.8.4 – Race Start:

Drivers must approach the start line at a steady and even pace as dictated by the front row.

If the starter is happy with the formation, the red lights will be on to indicate that the race is under starter's orders.

Once the red lights go out the race is under way but there should be no overtaking (breaking of formation) before the start line. Time penalties will be applied to drivers who are out of sequence at the 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 or the absence of start lights, the National flag will be used. The flag will be held out stationary on the approach and raised to indicate a start. If the flag is not raised, the race has not started.

2.8.5 – False Start:

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

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

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

2.8.6 – Jump Start:

A jump start will be deemed to have occurred if an unfair advantage is gained through premature acceleration or when a driver crosses the start line ahead of their prescribed grid position.





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

2.9 – RACE STOPPAGE:

Should a race be stopped by the display of red flags, the following procedures shall apply:

- If 25% race distance or less has been completed by the leader, the race will either be re-run in its entirety or abandoned in which case the result becomes null and void.
- If more than 25% but less than 75% of the race has been completed by the leader, the race will be deemed to have ended. The race result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only vehicles which are under their own power at the showing of the Red Flag will be classified. In this instance, only 50% of the points referred to in paragraph 2.7.2 and 2.7.2 will be awarded.
- If 75% race distance or more has been completed by the leader, the race will be deemed to have ended. The race result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. Only vehicles which are under their own power at the showing of the Red Flag will be classified.

2.10 – RACE FINISHING PROCEDURES:

After receiving the chequered flag all karts must proceed directly to the scales (and Parc Fermé) without stopping, without giving or receiving any object whatsoever and without any assistance (except that of marshals, if necessary). Any classified kart unable to reach the scales by its own means will be placed under the control of marshals who will supervise the movement of the kart to the scales with the assistance of the driver.

2.10.1 – Weighing Scales:

The official weighing scales will be situated in Parc Fermé unless otherwise stipulated by the circuit licence. The scales must undergo annual certified calibration. Additionally, 5 individual check weights totalling 100 kg should be used at each meeting to verify the accuracy of the scales.

Any final decision regarding disqualification for a driver being checked as underweight will be taken by the Chief Steward. It's the Chief Scrutineer's decision to issue or not a report to the Chief Steward based on the several weighing measurements he can ask any driver to perform when in Parc Fermé.

2.10.2 – Parc Fermé:

Only authorised officials may enter Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.

When Parc Fermé is in use, Parc Fermé regulations will also apply in the area between the finishing line and the Parc Fermé entrance.

Parc Fermé shall be sufficiently secure so that no unauthorised person can gain access to it. Any driver returning to Parc Fermé either during or after a race (for whatever reason) must report to the scales for weight verification. Drivers are not permitted to leave Parc Fermé until expressly permitted by the officials.





3 – CLASSES AND ELIGIBILITY:

3.1 – Cadet

3.1.1 – Age Limits:

Age range: From the 8th birthday to the 31st December of the year of the 13th birthday.

8-12yrs

Exemption must be in writing from the ATC UAE

3.1.2 – Weight Limit:

Minimum weight including the driver is **110 kg**

3.1.3 – Numbers:

Racing numbers will be allocated on a first come first served basis for the 1st Round of the Championship. Racing numbers used for Round 1 will remain the same for the all duration of the Championship.

Red number plate white numbers (CIK-FIA Size)

Range of numbers: 1 to 50.

1 is reserved for last year's UAE National Championship winner only. Number requests must be confirmed by series organisers.

3.1.4 – Engines:

Chassis and engines will have to comply with the 2010 – 2011 class technical rules issued by ATC UAE and with the engine homologation fiche.

All engines must carry the official seal from the ATC UAE nominated dealer/distributor.

3.2 – OTHER CLASSES:

DAMC Karting Championship 2010 / 2011 will from time to time play host to “guest” classes within its Race Meetings which may be part of another Series, governed by their own sporting and technical regulations.

These regulations shall be adhered to provided that these rules (and the series) are approved by ATC UAE and do not conflict with any of the Sporting Regulations contained herein.

DAMC will determine the Circuit hire fees or individual entry fees payable in accord with the organiser of the visiting series.





4 – ORGANISER'S SUPPLEMENTARY PROVISIONS

4.1 – TYRES:

4.1.1 – Eligible Tyres:

Eligible tires will be as per the class general Technical Regulation.

4.1.2 – General rules

Only 4 Tires per competitor and per race will be allowed.

They will be marked by the Technical Scrutineers.

It is the responsibility of the driver to make sure he participates in the Qualifying session, Heat, Pre-Final and Final with marked tires.

Failure to do so will result in the participant to be excluded of the race meeting.

4.1.3 – Tyre Replacement:

In case of a competitor getting a flat/damaged tire, it will be the decision of the Technical scrutineer to allow or not a replacement tire. In case a replacement tire is allowed, the competitor will have to get it marked by the Technical Scrutineer before using it.

4.2 – FUEL (SUBSTITUTION):

In the interests of consistency and fair play any competitor at any time, at the discretion of the Senior officials, may be asked to present his/her kart with fuel tank and all fuel lines empty. Petrol or Premixed petrol will then be supplied to that competitor for use in that race. Petrol will be from the local UAE supplier/pump (95-98 octane lead free).

4.3 – TRANSPONDER:

4.3.1 – Transponder Hire:

Transponder hire is included in the race entry fee and transponders will be distributed by the organizer at the signing on against presentation of the racing license. The race license will be considered as a deposit and will be returned to the competitor at the end of the meeting when he will return his transponder.

The driver/entrant is liable for the full cost of the transponder (AED 1500) in the event of any loss or damage sustained during the hire period, howsoever caused.

There are a limited number of transponders available for hire. These will be allocated as entry forms are received on a first-come, first-served basis.

Any entry received after all hire transponders are allocated will need to buy a transponder.

4.3.2 – Transponder Purchase:

Transponders are available for purchase at AED 1500 per unit. This includes charger, user manual and fixing kit. Please check in advance with the race organiser for availability.





4.3.3 – Transponder Fitting:

It will be mandatory for drivers to have completed their race entry, signed in, collected and installed their transponder on their kart prior to the Technical Scrutineering. If a driver does not collect or install his transponder prior to the Technical Scrutineering, the organizer can not be responsible for any timing issue and the competitor will be classified last if the transponder is not working at any time during the race meeting. The organizer can not be responsible for any competitor losing his transponder on track or entering the race without any transponder on his kart. In that situation the competitor will be classified last. In the case of several competitors being in this situation, they will be classified behind all the other race finishers as per their racing number.

The transponder must be mounted in an approximately upright position (i.e. the “R” clip at the top) on the back of the seat.

It should be secured at a height of 25cm \pm 5cm. This height can be measured from the ground to any part of the transponder.

5 - TECHNICAL REGULATIONS

5.1 – GENERAL:

Amendments may be made at anytime by DAMC in collaboration with ATC UAE by way of Competitors Bulletins or Event Supplementary Regulations which will be posted on the main notice board at each event. CIK Regulations apply to all safety issues except where otherwise stated.

Karts are only allowed to race if they are in a condition which meets the safety standards and if they comply with the regulations. They must be maintained in such a way as to not represent a danger to the driver or other participants/spectators.

Remember “**ANYTHING WHICH IS NOT EXPRESSLY ALLOWED IS FORBIDDEN.**”

5.2 – KARTS:

5.2.1 – Chassis:

Chassis specific regulations are available in each class General Technical Rules.

Any kart not meeting these criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.

Drivers will be allowed only one chassis per meeting.

In the exceptional case of the chassis sustaining irreparable damage during the course of the meeting (i.e. in the opinion of the Technical Scrutineer it is neither safe nor practical to repair), at the discretion of the Clerk of the Course (in consultation with the Stewards), a replacement chassis may be used. This chassis must first be inspected and approved for use by the Scrutineers.

5.2.2 - Bumpers and Bodywork:

Bumpers and Bodywork specific regulations are available in each class General Technical Rules.

Any kart not meeting these criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.





5.2.3 – Wet Race:

In case of a “WET RACE” the following sentence of the CIK Technical Regulations 2.7.1.4 is NOT valid.
“In the case of a wet race, side body work may not be located outside the plane passing through the outer edge of the rear wheels”.

5.2.4 – Rims:

Wheel rims “ideally” must be fitted with a minimum of three bead retaining screws in line with CIK/FIA rules, Technical Regulations, Art.2.22. In the event of not using any bead retainers then a high quality rim designed for the specific purpose must be used. Two piece rims with inner tubes are forbidden.

5.2.5 - Fuel Tank:

No coverings may be placed on or around fuel tank, i.e. silver reflective foil.

6 - SAFETY EQUIPMENT

Safety Equipment specific regulations are available in each class 2010/2011 Technical Regulation issued by ATC UAE.

Any competitor presenting equipment at the scrutineering not meeting these criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.

Neck protectors will be mandatory for the Cadet Class.

6.1 – Crash Helmet:

Helmet s specific regulations are available in each class 2010/2011 Technical Regulation issued by ATC UAE.

Any competitor presenting a helmet at the scrutineering not meeting these criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.

6.2 – Race Suit:

Race suits specific regulations are available in each class 2010/2011 Technical Regulation issued by ATC UAE.

Any competitor presenting a race suit at the scrutineering not meeting these criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.

6.3 – Gloves:

Gloves specific regulations are available in each class 2010/2011 Technical Regulation issued by ATC UAE.

Any competitor presenting a pair of gloves at the scrutineering not meeting these criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.

6.4 – Boots:

Boots specific regulations are available in each class 2010/2011 Technical Regulation issued by ATC UAE.

Any competitor presenting a pair of boots at the scrutineering not meeting these criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.





6.5 – Fire Extinguisher:

Fire Extinguisher regulations are available in each class 2010/2011 Technical Regulation issued by ATC UAE.

Any competitor presenting a fire extinguisher at the scrutineering not meeting these criteria will fail Scrutineering and, consequently, will not be permitted to take part in the event.

7 – REGULATORY AMENDMENTS

DAMC reserves the right to issue additional statements concerning the Rules and Regulations from time to time. All such statements will be issued to all registered competitors by way of Competitors' Bulletins at race meetings.

8 - ADVERTISING ON KARTS, OVERALLS AND HELMETS

Competitors may be obliged to carry official DAMC Karting Championship sponsor's 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 may be required to remove decals/stickers and other advertising which may conflict with the series sponsors.

Competitors may be required to take part in further promotional activities at the rounds or the prize giving.

Prize winners will be obliged to wear a sponsor cap if supplied by race-organizer during the award presentation.

Failure to comply with the organiser's instructions could lead to exclusion from the results/event.

9 – PITS / PADDOCK HEALTH & SAFETY.

All Competitors, their technical team or guests are reminded of Health and safety obligations and any failure to observe them may result in exclusion of the race meeting.

