



2023 MENA KARTING CHAMPIONSHIP

Drivers Briefing Notes

LOSAIL CIRCUIT

12TH – 16TH December 2023

1. Motorsport Is Dangerous

You are reminded that Motorsport is Dangerous. To minimise risk and to ensure the continuity of the Race Meeting please ensure that you comply with the directions given by the Officials at all times.

2. Official Documentation

The Supplementary Regulations, Addendums and any Bulletins that are official documents will be posted on the Sportity App and the notice board.

3. Communication From Officials _ PA Announcements

The Paddock PA system will be used for communications. Any Driver and/or Participants who are involved in an incident and who may be subject of a Penalty or an Infringement Notice will be notified via the PA system (a "Notification"). You must report to the Stewards as soon as possible and within 30 minutes of the provisional results being posted. Non-attendance within 30 minutes will result in the automatic application of any penalties or adjustments to placings.

4. Scrutineering – Article 2.4.5

Scrutineering will take place in the technical area as per the published timetable.

Drivers must present themselves along with their race wear and equipment (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. A driver shall not be allowed to change his/her equipment after it has been identified at Scrutineering without the express permission of the Scrutineers.

If any kart is dismantled or modified in a way that might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, it must be re-presented for scrutineering inspection and approval.

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.

5. Start Procedure -Article 2.6 Sporting Regulations

Karts shall be lined up on the Pre-Grid 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 without the express permission of the Clerk of the Course.



Only one helper (mechanic) is permitted to accompany the driver/kart onto the Pre-Grid. Other than that, the Pre-Grid is out of bounds to all personnel who are not operating in an authorised capacity as signed-on Officials.

Karts placed on the Pre-Grid must be ready to race. It is strictly forbidden to carry out any work and/or set-up on the kart on the Pre-grid with the exception of tyre pressures, which can be adjusted by the driver or his/her mechanic and by using his/her own means.

Anyone wishing to carry out work after the kart has been placed on the Pre-Grid must completely remove the kart beyond the last placed kart on the Pre-Grid before carrying out such work.

Mechanics must clear the Pre-Grid 1 min before the start of the Race ("1 minute" board).

30-seconds after the "30 seconds" board is displayed the green flag will be shown at the front of the grid to indicate that the karts must proceed onto the circuit to either commence Practice/Qualifying or to begin a Formation Lap.

Should a driver require assistance after the green flag is shown a mechanic may only work on the kart once the other karts have left the Pre-Grid.

If a driver is unable to start from the Pre-Grid at the directed time, he/she will only be authorised to join the circuit on the orders of the Clerk of the Course.

Formation Lap:

Drivers should leave the Pre-Grid when directed by the grid marshall.

The field must remain 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 remain alongside during this lap.

Drivers must not break formation before taking the start (see 2.8.4). Erratic weaving (zig- zags) is prohibited. Offending drivers will be penalised.

There is only one Formation Lap. It is forbidden to overtake another driver under pain of a penalty inflicted by the Stewards.

If a driver stops for any reason during the Formation Lap and the kart cannot be restarted quickly, it will be immediately removed from the track to a place of safety.

A driver who is otherwise delayed and finds themselves out of position will have the possibility of regaining his/her place (1) only if this manoeuvre does not impede other drivers and (2) in all cases before having reached their original starting position by the point of crossing the Red Line which will be marked on the track and indicated during the Briefing.



Drivers are cautioned that they should remain at the back of the field if the manoeuvre cannot be safely completed by the red Formation Line.

In order to regain one's position, it is forbidden to use any course other than the track used during the race.

Any driver permitted to join the track AFTER a false start MUST remain at the back of the grid on the current formation lap and any subsequent formation lap until the race is officially started.

It is the responsibility of Pole Position to keep the field at walking pace from the red formation line up until the tramlines in the interests of safety. Position 2 must ensure that he/she is not ahead of Pole Position at the time the start signal is given.

DD2 competitors should remain fixed in 1st gear from the red line up until the start signal is given.

Additional Formation Laps required due to aborted starts may be deducted from the race distance at the discretion of Race Control.

6. Use of the Track – Track Limits

The circuit is defined by the white lines on both sides of the track. For clarification, the kerbs are not part of the track. Drivers are allowed to use the whole width of the track between (and including) these white lines. If the four wheels of a kart are outside these lines, the kart is considered as having left the track.

During a race a kart alone on the track may use the full width of the said track. However, as soon as it is caught up by a kart which is either temporarily or constantly faster, the driver is not allowed to move from one side to the other or make a move sideways in order to prevent a legal overtaking manoeuvre when the other competitor is already alongside.

7. Overtaking/Defending

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, weaving on a straight or deliberate crowding of karts towards the inside or the outside of a curve (or straight), are strictly prohibited. Such offences shall be penalised, according to the significance (and/or repetition of the offences) by penalties ranging from a fine to exclusion from the race.

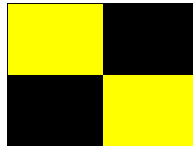
In general, ONE move across the track in defence of a position between any two corners is acceptable as long as this move is not erratic. Also, it is imperative that fellow competitors are given racing room at all times.



8. Race Neutralisation - Full Course Yellow – Article 2.7 Sporting Regulations

The Clerk of the Course may decide to 'neutralise' a Race or Qualifying session by directing that a full course yellow be issued. This procedure can be used where the track is obstructed and/or drivers and officials are in immediate physical danger BUT the circumstances are insufficient to justify a stoppage.

Simultaneously, yellow/black quartered flags will be shown at all Marshals' Posts, accompanied by a 'SLOW' board where available. Yellow warning lights will be activated at circuits with this capability. The race leader's number will be displayed at the start line. [At venues where yellow/black flags are unavailable, stationary yellow flags will be used.]



The leading kart will dictate the pace but must slow sufficiently to allow all karts behind to catch up and form a long train. The formation should then remain as tight as possible with no overtaking permitted (unless a kart slows dramatically or stops because of a problem).

At the end of the neutralisation, the Clerk of the Course will call for the yellow lights to be switched off. A waved green flag at the Start Line will signal the resumption of the race. Green flags will then be shown at all Marshal Posts for a maximum of 1 lap.

Drivers should remain in single file and in between the tramlines on the approach to [the green flag at] the Start Line and may accelerate only after crossing the yellow line. Overtaking remains prohibited until crossing the Start Line at the time of the green flag.

Each lap completed during the neutralisation will be counted as a racing lap. If the race finishes during the neutralisation, the karts will take the chequered flag as usual.

9. Red Flag Stoppage –

In the event of a red flag stoppage, drivers are to proceed into the Ingrid and stop. You must remain there until instructed otherwise. Unless approval is provided from Race Control, no one other than the Officials are to approach the karts.

Restart procedures are the same as Full Course Yellow if restarted for laps remaining..

10. Stopping on the track

If after 15 seconds you are unable to restart your kart, competitors are required to move their kart to a safe position and then yourself behind a barrier or in a flag point. Your safety is the priority at all times. The Marshalls will assist at all times.



11. Chequered Flag

Competitors are required to enter the in-grid when having received the Chequered Flag.

NO COMPETITOR IS TO EXIT THEIR KART UNTIL INSTRUCTED TO DO SO BY AN OFFICIAL. Upon Official direction or once weighing of karts has commenced, you can exit the kart.

12. Kart Retrievals

Will be via the retrieval vehicles and karts will be inspected by the Scrutineers prior to being released back to the competitor.

13. Entering the Track

Entering the Track without permission from Race Control or an Official, is NOT permitted. At no time is a Driver, Mechanic or Parent is to enter the Track without permission.

14. Questions and Contact

Mark Horsley – Race Director