

MINI ENDURO CUP GENERAL REGULATIONS 2020 V5

Dubai Kartdrome Mini Enduro Cup

The Mini Enduro Cup by Dubai Kartdrome is a high-impact endurance race championship designed to challenge you over three exciting rounds between March and July.

The championship is constantly evolving and the organizer's endeavor to make the racing close and as fair as possible by leveling the playing field. This gives new drivers/teams a competitive chance to compete against regular drivers/teams for top honors under similar guidelines and regulations that they would experience at the Sodi World Series Finals (SWS).

The General Regulations for the Mini Enduro Cup are different to the main Dubai Kartdrome Endurance Championship, so please ensure you read this document.

Mini Enduro Cup & SWS World Cup Rankings

Only teams comprising of two drivers, participating in the Mini Enduro Cup Championship, will automatically gain a worldwide ranking in the SWS with the chance to participate in the World Finals held every year. <http://www.sodiwsseries.com/>

1. Organization of the championship

Dubai Kartdrome will organize "Mini Enduro Cup", which will be made up of three rounds. These events will be private events run on a commercial 'arrive and drive' basis and open to entry by individuals and corporate groups using karts supplied by the organizers. The Mini Enduro Cup will NOT count towards the main Dubai Kartdrome Endurance Championship. However, the Mini Enduro Cup is a standalone championship comprising of three rounds. This championship will be held Dubai Autodrome Outdoor Karting track (the Dubai Kartdrome) at the following dates below:

2020 Championship dates:

Round 1 – SODI 6HR TEST – March 20th 2020

Round 2 – June 1st 2020

Round 3 – July 13th 2020

(Dates subject to change)

2. Entry Requirements and Categories

2a. - Entry Fees (All prices below are inclusive of 5% VAT)

Special Early Bird Rates will be as follows:

- Rd 1 – 20th March 2020 - SODI 6HR Test – 3,500 aed (Early 2,999 if paid in Full by March 13th of March)
- Rd 2 – 1st of June – Mini 2hr 15min – 1,250 aed (Early bird 999AED if paid by May 20th)
- Rd 3 – 13th of July - Mini 2hr 15min – 1,250 aed (Early bird 999AED if paid by June 30th)

2b. – Minimum Age

All participants must be 13 years or older on the day of the race. Participant's aged below 18 years of age, must be the holder of a valid Race license. If the driver is under 18, he or she must have an authorization in writing from a parent or guardian in order to participate.

The other criteria to be met with drivers aged 13 to 18 years of age is the minimum height of 138cm and minimum weight of 50kg with full race gear, must comply to the minimum driver weight of **85kg** when carrying ballast weight. **Note: Rib protectors & Neck protectors are not considered part of the 'driver's weight' during Driver's Official weigh in.**

2c. – Team Drivers

Depending on the Format for the event, a team can consist from 1 to 2 Drivers. Format A (Regulation 3a) With the exception of the **Sodi 6hr** race (round 1 – which will be a Format B), where **two drivers** is the minimum and **four drivers** is the maximum. (Regulation 3b)

2d. – A single driver is not permitted to compete in the same SWS race for two different teams.

2e. – Categories

For 2020 – there will just be one category, where the Minimum Weight will be **85kg** for all drivers.

2f - ELIGIBLE TEAMS & COMPETITORS: As per Sodi World Series Management - All teams and competitors who wish to participate in **Round 1 of the Mini Enduro Cup – the 6HR** – must **not** be taking part in the 2020 Sodi World Finals **Endurance Category**. Drivers taking part in the **Sprint Category** at the Sodi World Finals are permitted to enter. However, for Rounds 2 & 3 of the Mini Enduro Cup, this restriction does not apply.

3. - EVENT FORMATS

During the course of the Mini Enduro Cup organisers will run 2 formats:

3a. **Format A**
2hr 15min Endurance
Practice & Qualifying Combined: 25 minutes

3b. **Format B**
6hr Endurance
Practice & Qualifying 40minutes

4. Equipment Required

On the grounds of safety, at all times when they are driving the kart, drivers must be equipped with

- (a) A pair of overalls that fully cover the arms and legs. Cotton overalls or CIK approved race suits.
- (b) A pair of gloves.
- (c) A pair of sport shoes that provide ankle cover.
- (d) A neck support collar is advisable.
- (e) A rib protector is advisable.
- (f) A full-face helmet, as a minimum to a standard suitable for use on public roads. **(Moto-cross / off-road helmets like shown below, are not permitted)**



4a. Forbidden Equipment

- (a) Weighted seat inserts are prohibited but none weighted seat inserts are allowed but cannot be contributed to the 'driver weight (13b)'.
- (b) Weighted vest cannot be worn at weigh in to negate the need for section 13.c
- (c) Pits to Driver radio communications are not permitted however radio communication between pit crew is allowed.
- (d) GoPro or live feed video cameras are permitted on the kart but footage cannot be used as a submission of evidence against another team and or to dispute an official decision.

5. Entry Confirmation

Entries will only be valid after:

- (a) The official entry form with all the drivers' details is submitted to the organizers fully completed.
- (b) Passport copy and photograph (original or JPEG scan) of all competitors is provided to organizers, one week before the event.
- (c) A down payment of 50% has been paid to Dubai Autodrome on first come first served basis. Until this down payment is received, the team entry is not confirmed. If the 100% payment is not received before the event, the team does not race!
- (d) The 50% balance of the entry fee is paid at least two weeks prior to the race event entered.

5a. Entry Cancellation

Should any entry be cancelled prior to three weeks in advance of an event then a full refund of the entry fee submitted will be made, less an administration fee of AED 200/-. In case of any cancellation of entry within three

weeks of the event, the organizers will be entitled to retain the 50% down payment.

Should, for whatever reason, the organizers be forced to cancel an event then the event will be re-scheduled and all entries received for it will automatically be transferred to the rescheduled event.

6. Karts & Technical Arrangements

6a. - Kart Specifications, alterations and set up:

A SODIKART single engines 390cc kart, duly prepared by the organizers for endurance races, will be made available by the organizers to each team.

The performance of all karts is declared identical by the manufacturer and organiser; no claims will be accepted regarding the particular performance of a kart. Kart set-ups are identical and they are calibrated in order to make the fleet as homogenous as possible. No request for kart change or repair will be entertained prior to the race unless there is an obvious issue and approved by the Organiser.

From the end of qualifying and until the first pit stop team/sponsor stickers are allowed only on the kart in the areas agreed by the organizers. No painting is allowed on any areas of the kart. Karts will be provided with sponsors branding and this must be present and visible at times during the events. Only fuel supplied by the organizers will be permitted to be used. No additives are allowed. Refueling must only take place in the area approved and nominated by the organizers. Only the refueling person can remove the fuel cap on the kart.

Mechanical repairs may only be made by the organizers' mechanics and must be carried out only in a technical area nominated by the organizers. Driver changes are not permitted in this area. It must be clearly understood that no modifications whatsoever are allowed to be made to the karts. For the avoidance of doubt this also includes tire pressures, which will be set by the organizers with the aim to be identical for all karts.

6b. - Kart Rotation

Organizers will pre-assign each team a kart number before the events Starts.

Each time a team enter the pit lane, they are required to change karts. All karts must have their weight checked each time they pass through, regardless of a driver change is happening or not. Once the incoming driver has had his/her weight checked, the new drivers (or incoming if they are double stinting) must proceed to the **kart change area** at the end of the pit lane at walking speed, with a walker in front.

- Once the drivers reach the kart change area, they are to stop their karts and get out and wait for their front & rear Number Plates, which will be removed by a Kartdrome mechanic, and given to them
- Once they have the two number plates, the driver is to walk behind the police barrier towards the kart change area
- The driver is solely responsible for collecting their own weights before getting into the next kart and installing them
- There will be **THREE** lanes of karts. **LANE 1, LANE 2 & LANE 3**. Each lane will have several karts.
- The driver must touch the button on iPad in supervision of one of Dubai Kartdrome's technical team. The iPad has software which will designate a lane number at random. The driver **MUST** select the first kart in line of that given lane.
- This applies to ALL pit entries in practice, qualifying and the race.

No kart rotation will be permitted at the end of Practice, Qualifying and start of the race. This means that a team will keep the same kart for the coming session. For example: The kart a team ends qualifying with will be the same kart that team starts the race with.

NOTE: Drivers are only allowed to touch the button once on the iPad. Should a driver try to press the button twice or take a different kart than otherwise directed, they will be subject to unsportsmanlike behavior penalties.

6c. – Kart Damage / Kart Replacement:

In case of accident or mechanical failure on track the driver must make his way safely to the pits with **kart number** and **transponder** where he will select a waiting kart by ballot. No compensation in time or laps will be given to teams whom experience mechanical failure. The way to the pits can only be made together with a track marshal.

(It is the responsibility of the Driver to bring the Front kart number plate and transponder back to the pitlane)

6d. - Test Driver:

The organiser may use a test driver to check karts during the race, your team must give way to the test driver on track when possible.

6e. - Refueling

All karts will be refueled by the organisers prior to being provided for kart rotation. All fuel tanks will be filled to the same capacity. No team members should be in the refueling area.

6f. – Pit Lane Behavior

Teams coming into the Pit Lane for a driver change or drive through shall do it without deliberately stopping between the driver change and the kart change areas. Should any teams be found doing so, they will incur a penalty. There should be no overtaking or holding up other teams/karts in pit lane.

7. Drivers and Team Package

The following will be offered as part of the package to participants in each event:

(a) Pit Garages are limited and the ones available will be issued on a first come, first served basis.

(b) Each team can arrange to have optional pit items. (Chairs, tables, beds)

8. Teams & Drivers

8a. A driver may only drive for one team during the event even if a team or sponsor enters multiple teams. Competitors found to be driving in more than one kart will receive action from the officials and both teams will be penalized.

8b. Each Driver from each Team must take part within Official Practice, completing a minimum of **1 Timed Lap**. A Time lap consists of an **OUT-LAP, a Flying Lap** and an **IN-LAP**.

8c. Teams will not be permitted to employ, hire, or have a member of their team that has previously worked at the Dubai Kartdrome or has officiated in any Dubai Kartdrome event within the last 5 years, either officially or unofficially on the grounds of fair play to all other teams.

9. Driver Stint Limitations & Pit Stops

9a. – Maximum Driver Stint Time & Driver’s Minimum Rest Time:

Format A - Regulation 3a - (2hr 15min Events)

For the Mini Enduro Cup, there is no Maximum stint time or minimum rest time. However, all teams must comply to the minimum amount of stops within the race. See **Regulation 9c**

Format B - Regulation 3b - (6hr Sodi Event)

For the 6hr Enduro – the Driving stint parameters will be :

Maximum Driver Stint Time: **70minutes**

Minimum rest time between stints: **40minutes**

Minimum drive time per event:

2 drivers on a team – each driver must drive a minimum of 2 hours

3 – 4 drivers on a team – each driver must drive a minimum of 1 hour

9b. - Driver Change & Pit Duration:

Pit stop duration will be timed between the 2 cones at PIT-IN and the 2 cones marking at the end of the PIT-EXIT.

The minimum pit stop duration is **3 minutes 30 seconds**. It will be the responsibility of each team to monitor their pit stop time. Due to the length of the pit lane, it is permissible to attach a stop watch to the steering wheel, which can be used by the driver, to calculate the pit time. However, this Stop watch must NOT be used in any shape or form to give actual Lap Times.

All driver changes will happen in the driver change zone outside the reception area of the main building, **NOT** outside the team’s pit garage. At all the times a team member must walk in front of their kart once the kart is between the driver change and the kart change area.

Drivers will be required to keep their Driver ID on them at all times and show it at Driver Login and Logout without their helmet on for driver verification. There will be a time check at each login and logout and random weight check. Arm Bands will be provided to the team for the Driver ID with a deposit of 200 AED. Any lost Arm Bands will be charged at **30 AED**.

In case of an unexpected technical stop, the driver is expected to drive at walking speed, with a team member walking in front of the kart. Teams will be allowed to change driver should the race include mandatory technical stop as specified in the supplementary regulations but will have to make the driver change only in the driver change area. It is forbidden for teams to overtake in the pit lane but should a team need to wait at PIT EXIT to reach the minimum pit time, they should pull to the left side of the pit lane before PIT EXIT and allow other karts to pass. Blocking tactics will be penalized.

9c. - Mandatory Pit Stops

Format A - Regulation 3a - (2hr 15min Events)

Each team will be required to have **THREE PIT STOPS** during the event and all pit entries will count towards the minimum pit stop count. If there is a technical stop this will be included as one of the mandatory pit stops.

Format B - Regulation 3b – (6hr Events)

Each team will be required to have **SIX PIT STOPS** during the event and all pit entries will count towards the minimum pit stop count. If there is a technical stop this will be included as one of the mandatory pit stops.

9d. –Speeding in the Pit Lane:

Every pit stop must last as per the minimum pit time (refer to **Regulation 9b**) from PIT-IN to PIT-EXIT, with a team member walking in front of the kart. Karts traveling above walking speed will receive a penalty, as listed within Appendix 1.

9e. - Pit Lane Closure towards the end of the race.

The Pit lane will be closed except for technical problems towards the end of each race, as mentioned for each format:

Format A – During either the last 15 minutes of race or after a specific Lap Number has been reached:

Format B – Pit Lane will be closed during the last 30 minutes of the race

This means driver-changes, mandatory pit stops and fuel stops must be done before each of the above mentioned periods of the race and CANNOT be done once this time period/lap number has been reached.

9f. – Mandatory Kart Change during the first 60 minutes of the Race

It is mandatory that all Teams change their kart within the first 60minutes of the race for both **Format A & B** events. For clarification, 60minutes is calculated from the start of the race to the moment the kart crosses the PIT IN Loop.

10. Safety

10a. - General Safety:

The organizers will ensure that circuit is safe and ambulance services are in place from the beginning of the free practice to the end of the race at each event. Any form of motor sport can be dangerous, despite the organizers taking all reasonable precautions. All participants will be required to sign official disclaimers accepting the inherent risks prior to their taking part in an event. By doing so they are signing an undertaking that they are not suffering

from any medical condition, either permanent or temporary, which could affect prejudicially their normal control of the vehicle with regard to the speeds likely to be attained during events. The pit garages and pit lane will be a strictly non-smoking area. No person under the age of 13 years old will be allowed beyond the red line that marks the limit of the pit garages.

Children under the age of 8 years must be accompanied by a responsible adult at all times. Alcohol is forbidden in the Kartdrome.

Participants with long hair must ensure that it is fully enclosed by the crash helmet or secured in the race suit. Long hair trailing from bottom of the helmet will not be acceptable on the grounds of safety.

10b. – Endurance Race Start

The start will be a Le Mans start with order according to the Official Classified results from the ‘**Combined Practice & Qualifying**’. For safety reasons, all teams are requested to respect the below principles during the race start procedure:

- i) The Team member holding the kart cannot step forward once the kart leaves the initial position at the start of the race. They can only hold the kart by the rear bumper and it’s forbidden to touch any other part of the kart on the 30 seconds before the start of the race. Any infringement will result in a penalty for unsafe start.
- ii) Driver starting the race will not be allowed to start accelerating before they are fully seated within the seat with their back in contact with the rear of the seat.
- iii) During the first lap of the race any driver/team gaining an advantage by contact/bumping will incur a penalty for “Dangerous Driving” rather than for “Bumping / Contact – advantage gain”.

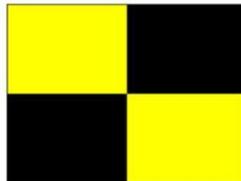
Yellow Flags:

Yellow flags will be waved or held by marshals before and at the scene of an accident or official on the circuit. Any driver not slowing for a yellow flag or overtaking under a yellow flag will receive a penalty for causing unnecessary danger to others.

10c. - Full Course Yellow / Safety Car:

In case of any incident on the track where a kart is stationary or safety of marshals is at risk, full course yellow will be displayed and at the first opportunity. All karts must reduce speed dramatically and overtaking will not be allowed.

- Pit ENTRY will remain open during full course Yellow
- Pit EXIT will remain closed once the ‘Train of karts’ reaches the point prescribed in the Supplementary Regulations. Pit Exit will only open as soon as it is safe and clear to do so



10d. - Rain Procedures

In the event of rain, the Safety Car procedure will apply until which point that the Clerk of the Course decides that either the race will continue or will be red flagged.

10e. - Red Flag Procedure

This is to indicate that the race has been SUSPENDED. Once the Red Flag is displayed all karts should proceed at **walking pace** to the start/finish line located on the main straight, lining up behind one another in a single file on the **right-hand** side of the track. In some cases, there might be an incident, flood or obstruction on the main straight or corners leading onto the main straight, so drivers must obey the instructions of the officials and stop where directed. Once stopped, Drivers should leave the ballast weight in the kart, remove their DRIVER ID badge and leave this in the kart seat. **PARC FERME CONDITIONS APPLY**. The drivers may return to the pits but NOBODY, except race officials, are allowed on the track or near the karts.

Once the incident or rain conditions have been cleared/eased, karts will be arranged in order as per official timing count back of **1 LAP** prior to the Red Flag been shown. A countdown to resume the race under Safety Car will be announced and racing will start again only when the green flag is shown to the leading kart.

11. – Penalties and Protests 11a. - Penalties

The Penalty Box will be located on the infield of the track opposite to the start and finish podium. If a driver needs

to serve a penalty for whatever reason, they must proceed from the track to the penalty box at walking speed. The penalty box is marked out by four orange cones and penalty marshal will only start the clock when the kart is stationary within the cones. Excessive speed in the penalty area will be classed as dangerous driving.

Penalties are logged and final once announced. For any explanation for penalties, the team captain can seek to discuss the penalty with the Clerk of the Course in the competitor's liaison office.

The driver or team may ask the penalty marshal what the penalty was incurred for but may not argue or negotiate with the marshal about the penalty. The team manager must communicate with the Clerk of the Course. The penalty marshal will start the clock only if the driver is calm and stationary.

Any decision that is deemed to be a dispute between two drivers or teams will be requested to attend the competitor's liaison office after the driver's stint. The Clerk of the Course will resolve the dispute and take the necessary actions against those team involved as he sees fit.

Whether the offending driver is still in his stint or not, it is the responsibility for the team to advise the driver currently driving of the penalty and bring the driver in within 5 laps from the penalty being issued. This penalty will also be displayed to the driver at the START/FINISH marshal post.

During Qualifying, any team found to be in breach of any penalties will be demoted 10 grid positions for the start of the race.

During the race, your team may be penalized for any of the actions mention in Appendix 1 taken by the driver whilst on or off the track.

Should a team not comply with Penalties 5, 10, 12 or 14 and continue to race to the end ignoring a black flag, a 3 lap penalty will be deducted from the results after the end of the race!

The Clerk of the Course has the right to implement additional penalties should he see fit where a team has gained unfair advantage.

All official's rooms and timing room are off limits to competitors unless otherwise requested by officials to enter the room.

See penalty description in Appendix 1

11b. – Appeal and/or Protests:

There are no grounds for appeal or protest of any decision or result.

12. Driver's Behavior

The team manager will be responsible for the behavior of all his team, including drivers and any other associated personnel. Should there be a breach of the safety rules or any unsporting behavior on the race track, in the pits or in the paddock at events, the team concerned will be penalized at the absolute discretion of the organizers. The penalties at the organizers disposal will include stop/go and drive through penalties, time penalties and the suspension of the right of individual drivers or even complete teams to participate in the event or the right to participate in any other events promoted by the organizers in the future. Details of the flag signals to be used and the detailed race procedures will be given at the Driver's briefing for each event. Participants are reminded that by the very nature of this event, there will be speed differentials on the track and that patience and respect for their fellow competitors will be required. These are endurance events and short-term advantage is therefore

of limited benefit – REMEMBER – “To finish first, first you have to finish!”

13. Kart Weight/Driver

Equalization 13a. - Driver Weight

All drivers will be weighed at the beginning of the event with racing gear and should wear suit, boots and helmet only. If they don't report for weigh in, they will not be eligible to drive. The Minimum driver/pilot weight with above described race wear is:

- **All Enduro Cup Drivers: 85Kgs**
- **Drivers who fall below the minimum weight of 85kg will only have to carry a maximum of 30kg in their kart's weight box. Eg, If a driver weights 50kg, including all their safety gear, on the grounds of safety the driver will only have to add a maximum of 30kg of weight ballast to the kart.**

*Weighted seat inserts are prohibited. None weighted seat inserts are allowed to be used, but cannot be contributed to the 'driver weight'.

Note: Rib protectors, Neck braces and weighted vest cannot be worn at weigh in to negate the need for section 13.c

13c. – Kart Ballast weights

If a driver is below the required **85Kgs** minimum weight, they will be provided with kart ballast weight at the kart change area and checked against the driver ID card.

The weight denominations are Blue 1 x 10Kgs, Red 1 x 5Kgs, whilst the White and Yellow 1 x 2.5Kgs. The team is responsible for looking after and distributing the weights according to the driver weight and stints, and teams cannot take the weights back to the pit garages.

13d. – Driver Weight

Declared weight for each driver should always remain the same or more than the declared weight at the weigh in.

However, Driver weight will change throughout the event and drivers are responsible for maintaining their declared weight at weigh in. In order to do this, driver must eat and drink to replace lost fluids and/or carry additional ballast weight to be declared at driver change.

As per **Regulation 2b**: Drivers aged 13 to 18yrs of age is the minimum height of 138cm and minimum weight of 50kg with full race gear, must comply to the minimum driver weight of **85kg** when carrying ballast weight.

13e. - Weight Checks

Weight checks will be conducted throughout the event to make sure driver weight and kart ballast has been maintained and that drivers are not substituting kart ballast with any other weight and the minimum driver weight declared at the weigh in is maintained. The weighing scales provided by the organisers at driver weigh in are the official scales.

14. Race and Championship Classification

14a. All participants will be classified and at the end of each event, the timekeepers will produce a list of classified finishers, in the order of their finishing, at the end of each event. Points will be allocated based on the classification at the end of each event in accordance with the following schedule:

See point's breakdown in Appendix 2

14b. Championship Rankings

For a team to be considered as a same team entering more than one round of the Championship a team has to have **ONE** driver that remains constant throughout the championship and the team must use the same name.

Important Note Championship points awarded to any team in the Mini Enduro Cup rounds will **NOT** count towards the Main Dubai Kartdrome Endurance Championship.

Championship points awarded to any team from any of the Mini Enduro Cup rounds, will **NOT** count towards the Main Dubai Kartdrome Endurance Championship. The Mini Enduro Cup is a standalone championship comprising of three rounds.

The Championship Classification will be produced by an addition of the points collected by each team on each event. **There will also be a point awarded to the Team who set Pole Position and the Fastest Lap.** In the case of 2 teams having the same number of points, they will be separated with regards to the following elements:

- **Number of 1st places, 2nd places, 3rd places and so on.**
- **Number of pole positions, 2nd places, 3rd places and so on in qualifying sessions.**
- **Result of the last race.**

14c. Championship Branding

It is forbidden to cover any championship branding on karts and it is compulsory for all drivers to have a Dubai Autodrome helmet visor sticker placed on the upper part of the helmet visor.

14d. Team Branding

Teams are permitted to hang banners in front of their garage and on the terrace above their garage (expect in front of the Official's room and Timing Room). They are also permitted to have flags, banners and other team/sponsor branding at the back of the pit garage but is forbidden to put any stickers in the pit garage or on the walls which cause damage. Any team that does so will be charged AED 1000 in damages.

Team branding maybe placed in other locations around the venue at additional cost and should be arranged before the event date with the organizers.

14e. As per SWS Regulations, Only teams comprising of 2 drivers, participating in the Mini Enduro Cup Championship will score SWS Points for the Worldwide Endurance ranking in the SWS.

Teams with just 1 driver, will not be legible to score SWS Points, however they will score Mini Enduro Cup Championship points. **(Please refer to Regulation 2C)**

15. Prizes

15a. - Trophies:

Trophies will be presented for 1st, 2nd and 3rd position of the round, to the overall winners only.

There will be a trophy awarded to the team who sets the FASTEST Lap during the Endurance Race itself.

15d. - Prizes:

- The team which wins Rd1 of the 2020 Mini Enduro Cup – The Sodi 6hr – will gain free entry into ***Fernando Alonso Circuit's 12hr in Spain this June 2020. Teams must confirm by April 30th they will be attending, otherwise this prize will be given to the next highest team in the Overall Classifications.***
- The 2020 Mini Enduro Cup Champions will gain free entrance into Round 3 of the Dubai Kartdrome Endurance Championship in October, provided there were 10 entries minimum for all rounds of the Mini Enduro Cup.

16. Karts fitted with Hand Controls

If a team of drivers require a kart with hand control karts, then due to these requirements, the organisers will fit hand controls to a random kart so that this team can compete. This kart will be excluded from the kart rotation system since hand controls cannot be removed once fitted on a kart.

17. Sundry Items - Please note the following:

- (a) Prior to each event, the track and karts will be available to participants for testing up to 3 days before the race. For availability of the track, please contact Kartdrome on 800-KARTING.
- (b) Any team using the area behind their pits as hospitality may use only up to 3m from the pits only.
- (c) Any team bringing their own food or hospitality are requested to keep the area clean and tidy and dispose of any waste food.
- (d) Any written instructions issued by the organizers for any event and the instructions issued at the drivers briefing for each event will carry the same force as these regulations.
- (e) If any participant is not clear about any particular element of the regulations or the operation of the events, they are encouraged to seek clarification from the organizers in advance of the event or at the drivers briefing.
- (f) The organizers reserve the right to modify these regulations at any time at their discretion, in the interest of safe and fair competition.
- (g) The organizers will publish a list of officials for each event. These officials will have the right to exercise the powers laid down in these regulations as they see fit, in the interest of safe and fair competition.
- (h) Any attempt to interfere with the timing equipment or opposing competitor, karts will be penalized by the organizers.
- (i) In all matters regarding the running of events and the Championship, the organizers decision is final.

18. NATIONAL CODE OF CONDUCT:

In entering any motorsport event here in the UAE, all Participants (Competitors, Entrants, Parents, Guardians, Team Principals and their Personnel, Family Members, Driver Coach or any other person associated with the Competitor) implicitly agree to be governed by the EMSO Code of Conduct and accept it unconditionally. The EMSO NATIONAL CODE OF CONDUCT can be found on:

<https://www.dubaiautodrome.com/kartdrome-main/racing/dubai-kartdrome-endurance-championship/>

APPENDIX 1

Penalty	Description	Penalty
1	Crossing white lines	5 Seconds Stop and Go
2	Yellow Zone Infringements	10 Seconds Stop and Go
3	Under Pit Time Duration	
	Up to 5 seconds	20 Seconds Stop and Go
	5 to 10 seconds	40 Seconds Stop and Go
	10 to 20 seconds	60 Seconds Stop and Go
	20 seconds or more	2 Minute Stop and Go
4	Using tinted or smoked visor at night. Helmet not fastened or long hair hanging dangerously out helmet/suit.	Inform Driver Change in Penalty Box to rectify the concerned issue immediately
5	Excessive blocking or weaving	30 Second Stop and Go
6	Not complying to driver stint time limit	
	Up to 2 minutes' over	30 seconds Stop and Go
	Above 2 minutes over Not complying to driver stint time limit during the Last Stint of the event	3 laps removed 3 laps removed
	Not changing kart within the First 60 Minutes of the Race	20 Seconds Stop & Go
7	Bumping / Contact – No Advantage Gained	Warning Flag or 5 Seconds Stop and Go
	Bumping / Contact – Advantage Gained	20 Second Stop and Go
8	Speeding in Pit & Ignoring yellow flag	1 Minute Stop and Go
9	Making a driver change, pit stop or fuel stop within Pit Lane Closure Period as stated with the SR.	2 Minute Stop and Go, or 2 laps deducted at the end of the race
10	Not complying with minimum drive time per driver in the race	2 Minute Stop and Go, or 2 laps deducted at the end of the race
	Not complying with minimum drive time per driver in Practice	10 Seconds Stop & Go
11	Ignoring a black flag	2 Lap penalty will be deducted by the Timekeeper
12	Not complying with minimum pit stops	4 Laps per missed pit stop will be deducted by the timekeeper at the end of the race
13	Unsportsmanlike conduct to other drivers, officials or organizers	Minimum 1 minute Stop and Go, or discretion of the Clerk of the Course
14	Driver Underweight;	
	Driver found Underweight in Qualifying:	Team sent to the back of the grid for Start of Race
	Driver found Underweight during Race by up to 2.5kg	1 Lap deducted by timekeeper for each driver or driving stint
	Driver found Underweight during Race by more than 2.5kg	2 Laps deducted by timekeeper for each driver or driving stint underweight
15	Not Complying Minimum rest time between stints	1 minute stop and go and immediate driver change
16	Not complying with kart rotation system	1 Laps deducted by the Time Keeper
17	Using Pits to Driver radio communication	2 Lap penalty will be deducted by the timekeeper

Appendix 1 continued on next page >>

APPENDIX 1 continued

Penalty	Description	Penalty
18	<i>Late or missing Captain's Briefing</i>	Possible ban from race or 200aed Fine + possible restriction on driving until a time set by Clerk of the Course
19	<i>Dangerous driving</i>	1 Minute Stop and Go or at the discretion of the Clerk of the Course
20	<i>Offensive language, accusations verbal or written, or through any form of media; or any such behavior deemed to be bringing the championship or sport into disrepute</i>	Exclusion from the Event or Championship, at the discretion of the Organiser
21	<i>Poor conduct in Pit Lane</i>	Up to 30 seconds Stop and Go
22	<i>Not complying with Start Procedure</i>	10 seconds Penalty
23	<i>Re Joining the track in an unsafe manner at Pit Exit or Unsafe rejoining the track during Practice/Race/qualifying</i>	10 seconds Penalty

APPENDIX 2

Points Breakdown Rounds 1, 2, & 3

1st	50
2nd	45
3rd	41
4th	38
5th	36
6th	34
7th	32
8th	30
9th	28
10th	26
11th	24
12th	23
13th	22
14th	21
15th	20
16th	19
17th	18
18th	17
19th	16
20th	15
21st	14
22nd	13
23rd	12
24th	11
25th	10
26th	9
27th	8
28th	7
29th	6
30th	5
31st	4
32nd	3
33rd	2
34th	1

Pole Position	1
Fastest Lap	1