

1. REGULATIONS

- 1.1. The 2H Enduro Race is organised, promoted and administered by Dubai Autodrome Motor Sports Club (DAMC) and is held under the FIA International Sporting Code including Appendices and under the National Competition Rules of the Emirates Motorsport Organization (EMSO) and these Regulations or Event Supplementary Regulations issued officially by the DAMC.
- 1.2. Changes to these Regulations must be made in accordance with Article 3 of the International Sporting Code.
- 1.3. These Sporting Regulations shall supersede all previous versions.
- 1.4. Anything not specifically approved in the present Regulations shall be prohibited.
- 1.5. Terms used in these regulations such as 'Event' and 'Competition' are defined as in the International Sporting Code Article 21 (Definitions)
- 1.6. 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.
- 1.7. The contact details for any further information or queries are as follows; DAMC, Dubai Autodrome LLC, P.O. Box 57331, Dubai, UAE. Telephone 04 806 2220, <http://www.dubaiautodrome.com>

2. GENERAL UNDERTAKING

- 2.1. All drivers, competitors and officials participating in the event undertake, on behalf of themselves, their employees, agents and suppliers, to observe all the provisions as supplemented or amended of the International Sporting Code and its appendices (the Code), the FIA General Prescriptions, the Technical Regulations and the present Sporting Regulations.
- 2.2. A valid technical passport issued by the respective ASN for each participating car shall be required. It must be produced to the Scrutineers at each event.

3. OFFICIALS

- 3.1. For the event, the following officials may be nominated by either the organizer or the ASN:
 - (a) A Clerk of the Course
 - (b) A Chairman of the Stewards
 - (c) A Technical Delegate / Chief Scrutineer
 - (d) Two stewards of the meeting. In accordance with Article 11.7. of the Code, the stewards of the meeting will officiate as a body under the authority of their Chairman.
 - (e) A secretary of the meeting

4. LICENCES AND ELIGIBLE DRIVERS

- 4.1. All drivers must be at least 16 years old (the date of the birthday being binding) and hold an appropriate National or International competitor licence issued by the EMSO or the driver's relevant ASN.
- 4.2. Drivers holding licences issued by an ASN other than the EMSO need to present a permission from their ASN to compete.

5. ELIGIBLE CARS

- 5.1. Cars complying to NGK UAE ProCar Championship Technical Regulations 2020-21

6. REGISTRATION

- 6.1. Applications for entry in the Event must be submitted to the DAMC by using the entry form available from the organizer and accompanied the entry fees as specified below.
- 6.2. The Entry Fees for the event are AED 4,500 excl. VAT per car
- 6.3. Entries are not transferable and entry fees are not refundable.
- 6.4. DAMC reserves the right to refuse any applications for entry or impose conditions upon application at their absolute discretion.
- 6.5. Competition numbers will be allocated by the organizer on a 'first come, first served' basis.
- 6.6. The maximum number of entries that will be accepted will be 20.
- 6.7. Each entry can have a maximum of 3 drivers per vehicle.

7. EVENT

- 7.1. The event will have the status of a National Competition as a stand-alone event and is not part of any championship rounds.
- 7.2. There will be one 30-minute qualifying session and one 120-minute race.
- 7.3. Changes to this format will be communicated by issuing Supplementary Regulations and / or an official bulletin.
- 7.4. There is no maximum stint time per driver.

8. AWARDS

- 8.1. Trophies will be awarded for the 1st – 3rd finishing car of each class.
- 8.2. All winners will be presented with their trophies on the podium immediately after the race unless instructed otherwise by the officials.
- 8.3. Attendance during the podium ceremony is mandatory for all winning competitors.

9. BRIEFINGS

- 9.1. All Briefings are mandatory. Organizers will notify competitors of the times and locations for all briefings in the event Time Table and/or Supplementary Regulations for all meetings.
- 9.2. Competitors who are late or do not attend briefings will be referred to the Stewards who may impose a penalty.

10. QUALIFYING SESSION

- 10.1. No driver may start in a race without having completed at least two timed laps in the official qualifying session of the event. Exception from this rule may be given at the discretion of the stewards.
- 10.2. In the event of a driving infringement during any practice or qualifying session, the stewards may delete a driver's lap time(s), drop the driver such number of grid positions they consider appropriate or request the driver start the race from pit lane.
- 10.3. Following the chequered flag at the end of each session, no driver may cross the line more than once.
- 10.4. No stopping for burnouts, doughnuts etc. is allowed.
- 10.5. The clerk of the course may interrupt practice and qualifying sessions as often and for as long as he thinks necessary to clear the track or to allow the recovery of a car. The clerk of

the course shall not be obliged to resume the session or re-run sessions to achieve the event criteria and the decision of the clerk of the course shall be final.

- 10.6. Should it become necessary to stop any practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights (Red Lights) will be shown at the start/finish line. Cars are to proceed directly to the pits, which will automatically become Parc Fermé.

When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to the pit lane and all cars abandoned on the track will be removed to a safe space.

- 10.7. The Grid for the Race will be determined by fastest qualifying time achieved in the Qualifying Session.
- (a) In the event that two or more cars qualify with an equal time then the first car to have set the time will take precedence.
- (b) Competitors who fail to set a time but qualify to be eligible to start the race will take position at the back of the grid in an order to be set by the clerk of the course.

11. STARTING PROCEDURE

- 11.1. Race start will be a Rolling Start from a 2 x 2 formation with cars in each row lining up behind each other.

- 11.2. The Pole Position will be on the same side as the inside of the first corner; i.e. on the right side.

- 11.3. At least 5 minutes before the start of the formation lap the pit exit will be opened and cars will be permitted to leave the pit lane to cover at least one reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Should a competitor wish to cover one more reconnaissance lap, this must be done by driving down pit lane at the applicable pit lane speed limit between each of the laps. Should the pit lane be closed (red light at pit exit) before the competitor reaches pit exit, the competitor will need to start the race from pit lane and will only be allowed to join the race once pit lane is opened again (green light at pit exit).

Any car which does not complete the reconnaissance lap and is unable to reach the grid under its own power will be permitted to start the race from pit lane at any point during the race.

- 11.4. Once the pit lane is closed any car that is still in the pit lane can start from the pit lane exit, provided it got there under its own power. All such cars may join the race once the whole field has passed the end of the pit lane for the first time after the start and the pit lane is opened (green light displayed).

- 11.5. The use of tyre heating / heat retention devices, tyre treatments and compounds is prohibited on the grid.

- 11.6. The approach of the start will be announced by signals shown / audible warnings in following sequence:

(a) 3 minutes signal to formation lap: everyone, excluding drivers and officials must leave the track.

(b) 1 minutes to formation lap: engines should be started and grid be cleared

(c) 30 seconds to formation lap: Grid needs to be cleared

- 11.7. When the green lights are illuminated / green flag waved, the cars will begin 1 formation lap, keeping their respective positions in the grid. When leaving the grid, all drivers must respect pit lane speed limit until they pass pole position.

- 11.8. The driver in pole position must adapt his speed to that of the Safety/Lead Car, keeping a distance of not more than 25 meters. Passing of cars is not permitted during this lap.

- 11.9. At the end of the formation lap, the official Safety/Lead Car will pull off and enter pit lane. The cars will continue on their own with the pole position leading at a minimum speed of 70 km/h and a maximum speed of 90 km/h on the approach to the start line. The other cars are to follow this pace and stay in their position on approach of the start line. No car break formation before the starting signal is given by red lights being extinguished. No car may overtake another car after the starting signal is given before crossing the start line. Should

cars not stay in position, the Clerk of the Course may decide to abort the start which will result in the start lights remaining red. In that case, the cars will continue for additional formation lap with the pole position car acting in the capacity of the lead car and the procedure outline above shall be repeated.

- 11.10. Any drivers unable to start the formation lap are required to indicate their situation by raising an arm. Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane after cars able to do so left the grid. Any car (or cars) driven into the pits on the formation lap shall be held in the pit lane. All such cars may join the race once the whole field has passed the end of the pit lane for the first time after the start and the pit lane is opened (green light displayed).
- 11.11. During the formation lap, excessive weaving to warm-up tyres using more than 50% of the track width is prohibited and the formation must be kept as tight as possible.
- 11.12. Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In that case, drivers may only overtake to re-establish the original starting order. Any drivers delayed in this way, and who are unable to re-establish the original starting order before all other cars are ahead of them, may complete the formation lap but must remain at the end of the field.
- 11.13. If 'Start Delayed' signal is given at any point between displaying 3 minute signal and start of formation lap, the starting procedure will be recommenced by the displaying the 3 minutes signal.

12. SUSPENDING A RACE

- 12.1. If competitors or officials are placed in immediate physical danger by cars running on the track, and the clerk of the course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended. Should it become necessary to suspend the race, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.
- 12.2. When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly to the starting grid, which will automatically become a Parc Fermé area. The first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive. If the race is suspended during a safety car intervention, and the safety car is directed into the pit lane, cars should stop in a line behind the safety car in the fast lane of the pits

13. RESUMING A RACE

- 13.1. Case A – Less than two laps completed by the race leader.

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course. Only vehicles which are under their own power at the showing of the Red Flag will be classified.
- 13.2. Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.

The race will restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course. Only vehicles which are under their own power at the showing of the Red Flag will be classified. The result will be the order of finishing at the end of the restarted race.
- 13.3. Case C - More than 75% of race completed

Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted, the 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.

14. PIT STOPS

- 14.1. There will be one mandatory pit stop of minimum 3 minutes for refueling and/or driver change. The pit stop time will be timed from Pit In Timing Loop to Pit Out Timing Loop, which will be marked by cones at each end of the pitlane.
- 14.2. The first pitstop of the race for each car shall be considered the mandatory pit stop and must comply with Article 14.1. Additional pit stops may be taken at any time during the race and no minimum time shall apply.
- 14.3. During the race, fuel may only be taken in the refueling area at the end of pit lane.
- 14.4. Maximum two team members are allowed in the refueling area to refuel the cars and must be wearing fire retardant clothing, covering arms and legs completely.
- 14.5. Any driver in a car with an internal filler to the fuel tank must vacate the car before refueling commences and must not enter the car again until refueling is finished.
- 14.6. The penalty for pit stop time infringement is 10 seconds plus the infringement time.
- 14.7. The penalty for not taking the mandatory pit stop is 4 laps.

15. CODE 60

- 15.1. The Code 60 procedure is a method whereby a race can be neutralized in the event of an incident. It is designed to help in the safe rescue and recovery of stricken vehicles without resorting to Red Flag procedures, where a race has to be stopped. Code 60 allows the whole track to be secured instantly and allows rescue vehicles immediate access to the track whilst competitors continue to run, at reduced speed and in a single line. The maximum speed of race vehicles is reduced to an average of 60 kilometers per hour over the entire track, on the posting of Code 60 flags (a purple flag with the number 60 in white) at all marshal posts simultaneously. Overtaking is prohibited during Code 60 periods, and adherence to this speed limit is monitored through intermediate track timing, through transponders and the timekeeping equipment. It is envisaged that by adopting Code 60 procedures at a National Racing level, the Clerk of the Course will be able to allow a race to continue under stringently controlled circumstances without foreshortening race duration and will acclimatize potential competitors with the procedures used in Endurance racing.
- 15.2. The Code 60 procedure will be brought in to operation at the discretion of the Clerk of the Course to neutralize a race in which an incident, which does not warrant a complete race stoppage, nevertheless needs the attention of safety or recovery crews.
- 15.3. When the order is given to deploy Code 60 flags, all marshal posts will simultaneously display waved purple flags (as described above) and all competitors will immediately slow down in order to continue at an average lap speed of 60 kilometers per hour. Overtaking is strictly prohibited on pain of penalty. The gaps between competing vehicles should not be affected as all competitors should maintain the correct speed.
- 15.4. During Code 60 operations, the Pit Lane will normally remain open and competing vehicles can enter and leave the Pit Lane at will, (providing the Pit Lane lights remain at Green) and may re-enter the track to continue around the circuit at the reduced speed. It should be noted that it is not permissible to regain a position held before entering the Pit.
- 15.5. Code 60 operations are not a substitute for Yellow Flag procedures, and competitors should be aware that Yellow flags, indicating the possibility of further slowing down, may still be used at the site of any incident.
- 15.6. When the Clerk of the Course gives the order for the Code 60 procedure to end, the Code 60 flags will be withdrawn at the end of the neutralization period to the lead vehicle at the Start Line and all marshal posts will simultaneously withdraw Code 60 flags, and replace these with Green flags. This will signify that full racing can recommence immediately, and that overtaking is again permissible.
- 15.7. Each lap completed under Code 60 conditions will count as a race lap. If, during the Code 60 procedure, the scheduled number of laps is completed, the chequered flag will end the race as normal.
- 15.8. Failure to respect the Code 60 procedures in any way, or the endangerment of officials or other competitors during Code 60 operations may result in penalties being applied by the Clerk of the Course or Stewards of the Meeting.

16. SAFETY CAR

- 16.1. The Safety Car will be brought into operation in Force Majeure only when Code 60 cannot be implemented to neutralize a race upon the sole decision of the Clerk of the Course.
- 16.2. When the order is given to deploy the safety car the message "SAFETY CAR DEPLOYED" will, where possible, be displayed on the timing monitors and all marshal posts will display waved yellow flags and "SC" boards for the duration of the intervention.
- 16.3. The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 16.4. All competing cars must reduce speed and form up in line behind the safety car no more than ten car lengths apart. No driver may overtake another car on the track, including the safety car, until he passes the first safety car line for the first time when the safety car is returning to the pits, unless the particular competitor is signaled to do so from the safety car.
- 16.5. When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 16.6. The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him
- 16.7. Under certain circumstances the clerk of the course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.
- 16.8. When the clerk of the course decides it is safe to call in the safety car the message "SAFETY CAR IN THIS LAP" will, where possible, be displayed on the timing monitors and the car's orange lights will be extinguished. This will be the signal to the teams and drivers that it will be entering the pit lane at the end of that lap.

At this point, the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal marshal points will show waved green flag for one lap.

- 16.9. Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

17. RACE FINISH

- 17.1. The end-of-race signal will be given at the Line as soon as the leading car has covered the full race duration in accordance with Article 7.2.
- 17.2. After receiving the end-of-race signal all cars must proceed on the circuit directly to the parc fermé without any unnecessary delay without overtaking (unless clearly necessary) without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary). Any classified car which cannot reach the parc fermé under its own power will be placed under the exclusive control of the marshals who will take the car to the parc fermé.
- 17.3. The Clerk of the Course reserves the right to reduce the time taken by competitors to complete the cool-down lap by directing the competitors to take an alternative route on the track under the directions of officials.
- 17.4. Helmets and harnesses should be still worn at all times while on the circuit, until such time as the vehicle is stationary in the pit lane.
- 17.5. All vehicles that are classified finishers are to be held in Parc Fermé until opened by the relevant officials. Failure to do so will result in a fine of AED 1,000 and additional penalties may be applied at the discretion of the Stewards.

18. CLASSIFICATION

18.1. The car placed first will be the one having passed the Line in the lead at the scheduled duration. All cars will be classified taking into account the number of complete laps they have covered, and for those which have completed the same number of laps, the order in which they crossed the Line.

18.2. Cars having covered less than 90% of the number of laps covered by the winner of their respective class (rounded down to the nearest whole number of laps), will not be classified.

19. RESULTS

19.1. All practice timesheets, grids and race results are deemed to be provisional until all vehicles are released by scrutineers after post practice/race scrutineering and/or the completion of any Judicial or Technical procedures.

20. TIMING MODULES

20.1. Timing transponders. It is the responsibility of the competitor to ensure that they are fitted correctly and functioning during the event and returned at the end of the event.

20.2. Competitors will be charged by DAMC for repair or replacement of the transponders due to accident damage, misuse or loss at any time during the season.

20.3. Competitors must not place electronic timing equipment within five metres of the official Start/ Finish or any other timing lines at any test session/ day. Any such team equipment placed within these zones will be removed.

20.4. All competitors having preinstalled or permanent transponders fitted into their vehicles, must inform the organizers and register the transponders with timekeepers.

21. PIT LANE AND PIT LANE SAFETY

21.1. Leaving the pit lane and re-joining the track must be done without endangering or hindering other participants. It is strictly forbidden to cross the white line at the pit exit with any part of a car when leaving the pits.

Any driver crossing the white line at the pit exit during practice will be given a fine during practice or qualifying or, if during a race, a thirty second penalty will apply.

21.2. Entrants must comply with Circuit Management and DAMC Safety Regulations at all times.

21.3. Pit Lane. The outer lanes are to be kept unobstructed to allow the safe passage of vehicles at all times. A speed limit, normally 60 kilometers per hour unless otherwise advised by DAMC, will be applied in the pit lane and must be respected at all times by all competing vehicles. Speeds will be monitored and anyone found to be exceeding the speed limit may be subject to penalty, including the possibility of a mandatory stop and go penalty.

21.4. Refuelling. This is only allowed in the fuel station or the pit garages. It is not envisaged that vehicles be refuelled during the qualifying session. Fire extinguishers must be easily accessible at all times.

21.5. Children under the age of 13 are not allowed in the pit lane and at the pit wall during live sessions and are required to stay in the garage behind the red Pit Lane line.

21.6. Competitors must not paint lines on any part of the pit lane.

21.7. All cars returning to the pit garages must do so by being pushed backwards into the pit garage by their pit crew and are not to be driven forward into the garage on its own power.

21.8. It is the responsibility of the team to clear the pit lane in a safe and timely manner so as not to obstruct access to the pit lane for any competitors for the following sessions or races.

22. INCIDENTS

22.1. "Incident" means any occurrence or series of occurrences involving one or more drivers, or any action by any driver, which is reported to the stewards by the clerk of the course (or noted by the stewards and subsequently investigated) which:

- (a) Necessitated the suspension of a race under Article 12.
- (b) Constituted a breach of these Regulations or the Code.
- (c) Caused a false start by one or more cars.
- (d) Caused a collision.
- (e) Forced a driver off the track.
- (f) Illegitimately prevented a legitimate overtaking manoeuvre by a driver.
- (g) Illegitimately impeded another driver during overtaking.

Unless it was completely clear that a driver was in breach of any of the above, any incidents involving more than one car will normally be investigated after the race.

22.2. It shall be at the discretion of the stewards to decide, upon a report or request by the clerk of the course, if a driver or drivers involved in an incident shall be penalized. If an incident is under investigation by the stewards, a message informing all competitors which driver or driver are involved will be displayed on the timing monitors. Provided that such a message is displayed within 25 minutes of the end of the race, or a message is delivered to any team concerned within this time, the driver may not leave the circuit without the consent of the stewards.

22.3. The Stewards may impose any one of the penalties below on any driver involved in an Incident:

- (a) A five second penalty; five seconds will be added to the elapsed race time of the concerned driver provided that he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least five seconds before re-joining the race .
- (b) A ten second time penalty; ten seconds will be added to the elapsed race time of the concerned driver provided that he carries out no further pit stop before the end of the race, otherwise, in case of entering the pit lane, the driver must stop in his pit stop position for at least ten seconds before re-joining the race.

In both of the above cases no work may be carried out on the car during the penalty period of time.

- (c) A drive-through penalty; the driver must enter the pit lane and re-join the race without stopping.
- (d) A stop and go penalty; the driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the race.

If any of the above four penalties above are imposed during the last five laps, or after the end of a race, Article 23.4b) below will not apply and 5 seconds will be added to the elapsed race time of the driver concerned in the case of a) above, 10 seconds in case of b) 25 seconds in the case of c) and 35 seconds in the case of d).

- (e) A time penalty;
- (f) A reprimand;
- (g) Starting from pit lane;
- (h) Exclusion from the results;

For guidance only, a list of recommended penalties is listed in Appendix I.

22.4. Should the stewards decide to impose either of the penalties under Article 22.3a) or b), the following procedure will be followed:

- (a) The penalty which has been imposed will be displayed on the timing monitor and a signal will be given at the line by a marshal;
- (b) With the exception of Articles 22.3 a) and b) above, from the time the stewards' decision is notified on the timing monitors the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of penalty under Article 22.3d), proceeding to his garage where he shall remain for the period of the time penalty.

However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty after the safety car has been deployed. The number of times the driver crosses the Line behind the safety car will be added to the maximum number of times he may cross the Line on the track.

Whilst a car is stationary in the pit lane as a result of incurring a time penalty it may not be worked on. period has elapsed

22.5. The Event Organizers reserve the right to impose further penalties on competitors proven by the Officials of any meeting to have behaved, on or off the track, in a manner considered to have brought the Event into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the Event. In cases of repeated offences, the Event Organizers reserve the right to exclude any other competitor from a fixed number of races or from the Event. In such cases no other competitor's score shall be adjusted. The Organizers reserve the right to view Data from any source on the vehicle if data logging equipment is fitted, this includes the ECU. Purposely deleting data is prohibited.

23. PROTEST AND APPEALS

23.1. Protests shall be made in accordance with the Code and accompanied by a fee of AED 2,500.

23.2. Appeals shall be made in accordance with the Code and accompanied by a fee of AED 5,000.

24. SANCTIONS

24.1. The stewards in conjunction with the organizers may inflict the penalties specifically set out in these regulations to or instead of any other penalties available to them under the code.

24.2. Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the event into disrepute, the event Organizers will be entitled to request that the event Stewards to consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the event.

25. SCRUTINEERING AND SPORTING CHECKS

25.1. The following documents must be submitted to the secretary of the meeting by each competitor during initial sign-on:

- (a) Competitor's race licence and any related documents
- (b) Parent ASN authorization for foreign licence holders
- (c) Entrant licence, if registered for team championship

25.2. During initial scrutineering, and at any time during the event, each competitor must have the car's technical passport available. Initial scrutineering will take place in the garage assigned to each competitor.

25.3. Race numbers and any official advertising must be on the car for inspection during scrutineering.

25.4. Unless a waiver is granted by the stewards, competitors who do not keep to time limits will not be allowed to take part in the Event.

25.5. Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.

25.6. The clerk of the course may require that any car involved in an accident be stopped and checked.

The following list is a recommended list of penalties that may be imposed on any driver competing in the event. Notwithstanding this, the Stewards and Clerk of the Course shall at all times have the right to amend any penalty contained in the recommendations, having taken into account the circumstances of such breach of regulations and the severity of the incident.

	Infringement	Qualifying	Race
1	Arriving late for drivers briefing	A fine of AED 500	
2	Failing to attend drivers briefing	A fine of AED 1,000	
3	Breach of technical regulations	At stewards discretion	At stewards discretion
4	Overtaking under yellow flags or failing to slow down sufficiently under yellow flags	Delete lap time	Drive through penalty
5	Continuing to drive on the circuit for more than 2 laps after being shown the Technical Flag (Black with Yellow Disk)	Black Flag / Disqualification	Black Flag / Disqualification
6	Continuing to drive on the circuit for more than 3 laps after being shown black flag	Back of the grid	Exclusion
7	Causing an avoidable collision	Start from pitlane for next race	10 seconds time penalty
8	Gaining an advantage by exceeding track limits or short-cutting or otherwise repeatedly exceeding track limits	Fastest lap deleted	At discretion of stewards
9	Blocking or weaving to gain an unfair advantage or otherwise preventing a legitimate overtaking maneuver	3 place grid penalty	10 second time penalty
10	Forcing another driver off the track	Start from pit lane for the next race	10 second time penalty
11	Driving in wrong direction on circuit or pitlane or reversing in pit lane	Exclusion from event	Exclusion from event
12	Exceeding pit lane speed limit	AED 100 per km/h exceeded	Drive through penalty
13	Ignoring red pit lane exit signal	3 place grid penalty	Drive through penalty
14	Out of position on formation lap or failure to respect starting position		Drive through penalty
15	Overtaking under safety car or otherwise failing safety car procedures		Stop and go or drive through penalty
16	Non-compliance with Code 60 regulations		5 second penalty per second exceeded
17	Failure to push car back into garage or obstruction of pit lane	3 place grid penalty	30 seconds penalty
18	Taking the chequered flag more than once at the end of a session	3 place grid penalty	30 seconds penalty
19	Physical or verbal abuse of an official or failure to obey instructions by marshals	At stewards discretion	At stewards discretion
20	Pit stop time infringement / not stopping for correct amount of time during pit stop		Infringement time plus 10 seconds
21	Not stopping for the mandatory pit stop		3 laps penalty