

1. REGULATIONS

- 1.1. The UAE ProCar Championship 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 Sporting Code of the Emirates Motorsport Organisation (EMSO) including the Return to Race Guidelines, EMSO Code of Conduct and EMSO Environmental Code (refer to [EMSO Website](#)) as well as these Sporting Regulations and any further Championship bulletins or Event Supplementary Regulations issued officially by the DAMC.
- 1.2. Changes to these Sporting 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, queries or to register an interest in competing in the Championship 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 Championship 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 each event, the following officials, who may have assistants, will be nominated by either the organizer or the ASN:
 - (a) A Chairman of the Stewards
 - (b) A Technical Delegate / Chief Scrutineer / Eligibility Scrutineer
 - (c) 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.
 - (d) A Clerk of the Course
 - (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 license issued by the EMSO or the driver's relevant ASN.
- 4.2. Championship points will be awarded in accordance with the FIA regulations for National Championships, Article 2.3.6. (i.e. points will be awarded to all license holders provided they comply with articles 4.4 and 5.1 of these Sporting Regulations)
- 4.3. All drivers must be in possession of a current medical certificate.
- 4.4. Drivers holding licences issued by an ASN other than the EMSO need to present a start permission from their ASN to compete.

5. REGISTRATION

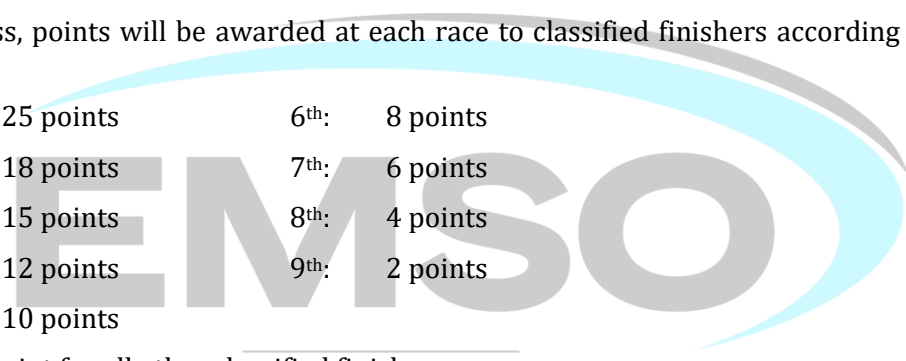
- 5.1. Applications for entry in the Championship must be submitted to the DAMC by using the entry form available from the organizer and accompanied with all documents required under the Championship Technical Regulations and the entry fees as specified below to be considered a registered competitor eligible to score points.
- 5.2. Registrations will be accepted from publication of these championship sporting regulations.
- 5.3. Full-season and race-by-race entries are accepted.
- 5.4. Applications shall include:
 - (a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Championship, to observe them;
 - (b) The Name of the team, if applicable
 - (c) The physical address of the competitor corresponding to his or her license;
 - (d) A copy of the competitor's license;
 - (e) A copy of the technical passport of the car used in the championship.
- 5.5. The Fees for Registered Competitors for the 2021/22 season are:
 - (a) Registration Fee: AED 2,100 (incl. VAT); accepted until round 3 of the season
 - (b) Race Entry including testing: AED 2,730 (incl. VAT) to be paid before the start of each event
 - (c) Race Entry excluding testing: AED 2,415 (incl. VAT) to be paid before the start of each event
 - (d) Full Season Entry Fee: AED 14,910 (incl VAT, if paid in full before 1st October 2021, includes Season Registration, entries for all rounds incl. testing)
- 5.6. Unregistered competitors will be accepted to participate in championship races but will not be eligible to score points or receive any monetary awards. The entry fees for unregistered competitors are:
 - (a) Entry Fee including testing: AED 3,360 (incl. VAT) to be paid before the start of each event
 - (b) Entry Fee excluding testing: AED 2,940 (incl. VAT) to be paid before the start of each event
- 5.7. Entries are not transferable and entry fees are not refundable.
- 5.8. DAMC reserves the right to refuse any applications for entry or impose conditions upon application at their absolute discretion.
- 5.9. Competition numbers will be allocated by the organizer on a 'first come, first served' basis with the exception of numbers 1, 11 and 111 reserved for class champions of the previous season.
- 5.10. The maximum number of entries that will be accepted will be 35.

6. CHAMPIONSHIP EVENTS

- 6.1. Each event will have the status of a National Competition.
- 6.2. The event shall include all qualifying sessions and races.
- 6.3. There will be a minimum of 5 events during the season.
- 6.4. There will be two races of 25 minutes each per event. Changes to this format will be communicated by issuing Supplementary Regulations and / or an official bulletin.
- 6.5. Each event will take place in the UAE in accordance with the national and international motorsport calendar issued by the EMSO.
- 6.6. The organizers reserve the right to amend the calendar should circumstances dictate.

7. CHAMPIONSHIP TITLES & TROPHIES

- 7.1. Championship titles will be awarded in the separate classes only, no overall championship title is applicable.
- 7.2. Only competitors that filled in full season registration form and paid the applicable championship registration fee are eligible to score points.
- 7.3. Championship Class titles will be awarded to the driver who scored the highest number of points, taking into consideration all the points obtained during the competitions which have actually taken place.
- 7.4. Per class, points will be awarded at each race to classified finishers according to the following scale:



1 st :	25 points	6 th :	8 points
2 nd :	18 points	7 th :	6 points
3 rd :	15 points	8 th :	4 points
4 th :	12 points	9 th :	2 points
5 th :	10 points		

plus 1 point for all other classified finishers.

The driver setting the fastest lap time in each class during the races will be awarded 2 points.

- 7.5. Double points will be awarded during the last event of the season and this will be advised in the Supplementary Regulations for that event.
- 7.6. If a race is suspended under Article 13 and cannot be resumed, no points will be awarded if the leader has completed two laps or less at the time of suspension. Half Points will be awarded if the leader has completed more than two laps but less than 75% of the original race distance.
- 7.7. No points will be awarded if all laps have been completed under Safety Car.
- 7.8. For each race, trophies will be awarded for the 1st, 2nd and 3rd finishing driver of each class. All winners will be presented with their trophies on the podium immediately after the race unless instructed otherwise by the officials. Attendance during the podium ceremony is mandatory for all winning competitors wearing their racing suit. In case of fewer than three entries in a class for a specific race, the organizer reserves the right to allocate these competitors to a different class at their discretion to form a podium (points scored during any of these races will be awarded in the respective original class of the competitor).
- 7.9. Should the organisers introduce additional prize monies, in whichever form, only registered drivers are eligible to receive these prize monies. Non-registered drivers finishing in the Top 3 of a race will still receive a trophy.

8. DEAD HEAT

- 8.1.** If two or more drivers finish the season with the same number of points, the higher place in the Championship shall be awarded to:
- (a) The holder of the greatest number of first places in their respective class;
 - (b) If the number of first places is the same, the holder of the greatest number of second places in their respective class;
 - (c) If the number of second places is the same, the holder of the greatest number of third places in their respective class, and so on until the winner emerges.
 - (d) If this procedure fails to produce a result, the organisers will nominate the winner according to such criteria as it thinks fit.

9. INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

- 9.1.** The stewards or the race director may give instructions to competitors by means of special circulars in accordance with the Code.
- 9.2.** All classifications and results of practice, qualifying sessions and the race(s), as well as all decisions issued by officials, will be posted on the official notice board.
- 9.3.** Any decision or communication concerning a particular competitor should be given to him or her within twenty-five minutes of such decision and receipt must be acknowledged.
- 9.4.** Official instructions and communications to competitors may also be given via the timing screens.

10. BRIEFINGS

- 10.1.** All Briefings are mandatory. Organisers will notify competitors of the times and locations for all briefings in the event Time Table and/or Supplementary Regulations for all meetings.
- 10.2.** All Competitors must attend all briefings related to their championships and sign-on to confirm their attendance.
- 10.3.** Competitors who are late or do not attend briefings will be referred to the Stewards who may impose a penalty as per Appendix 1 as well as having to complete a separate briefing.

11. PRACTICE AND QUALIFYING SESSIONS

- 11.1.** No driver may start in a race without having completed at least two timed laps in either a practice session or qualifying session of the event.
- 11.2.** During all practice and qualifying sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on.
- 11.3.** 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 following race from pit lane. Unless it is completely clear that a driver committed a driving infringement any such incident will normally be investigated after the relevant session.
- 11.4.** Following the chequered flag at the end of each session, no driver may cross the line more than once. No stopping for burnouts, doughnuts etc. is allowed.
- 11.5.** 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 championship criteria and the decision of the clerk of the course shall be final.
- 11.6.** 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 line. Cars are to proceed directly to the pit lane, 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.

11.7. The duration of the Practice session for each event will be announced in the Supplementary Regulations.

11.8. The minimum scheduled qualifying will be as follows:

(a) Qualifying will be held over a 20-minute session.

(b) The Grid for Race 1 will be determined by fastest qualifying time achieved in the Qualifying Session.

(c) The Grid for Race 2 will be determined by the order of finishing the first race but with the first four drivers in each class being placed in reverse order. Non-finishers but classified drivers will be considered for the grid in reverse order. Not classified drivers will be positioned behind all finishers.

(d) 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.

(e) 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.

11.9. If one or more cars are withdrawn, the starting grid will be closed up accordingly.

12. Starting Procedure

12.1. All starts shall be rolling starts in a 2 x 2 formation, with the pole position on the same side as the inside of the first corner.

12.2. 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 not be permitted to start the race from the grid.

12.3. 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).

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

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

(a) 1 minutes to formation lap: engines should be started clear the grid

(b) 15 seconds to formation lap: Grid needs to be cleared

12.6. 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 have left the grid. Any car (or cars) driven into the pit lane 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).

- 12.7.** During the formation lap, practice starts are prohibited and the formation must be kept as tight as possible.
- 12.8.** When the green lights are illuminated / green flag waved, the cars will begin a minimum of 1 formation lap – dependent upon length of circuit and to be decided at discretion of clerk of the course – with the pace car leading the field. During the formation lap the red light at the start line will be on. Towards the end of the formation lap, the pace car will leave the circuit after extinguishing its roof lights indicating a start is imminent. The grid will continue at a similar speed on the approach to the start line led by the pole sitter. No car may overtake another one nor deviate from the formation position before the starting signal is given and the red lights have been extinguished. In the event that the starting lights fail the Starter will revert to using the National Flag. Failure to meet the parameters of a clean rolling start will result in the start lights, as outlined above, remaining red. In this case, the pack will go around on a second formation lap, with the Pole Position car acting in the capacity of the Course Car.
- 12.9.** Any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but must remain at the rear of the last row of the grid until they cross the control line at the start of the race.

13. SUSPENDING A RACE

- 13.1.** 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.
- 13.2.** 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

14. RESUMING A RACE

- 14.1.** 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.

- 14.2.** 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 were 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, unless Championship Regulations specify otherwise.

- 14.3.** 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 were under their own power at the showing of the Red Flag will be classified.

15. PIT STOPS

- 15.1.** There will be no mandatory pit stops during the races.
- 15.2.** If necessary, pit stops may be taken at any time during the race.
- 15.3.** Fuel may only be taken in the refuelling area at the end of pit lane or inside the garages (see Article 22.4.).
- 15.4.** Any driver in a car with an internal filler to the fuel tank must vacate the car before refuelling commences and must not enter the car again until refuelling has finished.

16. CODE 60

- 16.1.** 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 and Code 60 flags (a purple flag with the number 60 in white) will be shown 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 this will acclimatize potential competitors with the procedures used in Endurance racing.
- 16.2.** 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.
- 16.3.** 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.
- 16.4.** 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.
- 16.5.** 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.
- 16.6.** 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.
- 16.7.** 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.

- 16.8.** 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.

17. SAFETY CAR

- 17.1.** The Safety Car will be brought into operation in Force Majeure only when Code 60 cannot be implemented to neutralise a race upon the sole decision of the Clerk of the Course.
- 17.2.** 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.
- 17.3.** The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.
- 17.4.** 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 signalled to do so from the safety car.
- 17.5.** 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.
- 17.6.** The safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him
- 17.7.** 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.
- 17.8.** 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.

- 17.9.** 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.

18. RACE FINISH

- 18.1.** The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 6.4.
- 18.2.** 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.

- 18.3. 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.
- 18.4. Helmets and harnesses should still be worn at all times while on the circuit, until such time as the vehicle is stationary in the pit lane or Parc Fermé.
- 18.5. 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.

19. CLASSIFICATION

- 19.1. 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.
- 19.2. The official classification will be published after the race. It will be the only valid result subject to any amendments which may be made under the Code and these Sporting Regulations.

20. RESULTS

- 20.1. 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.

21. TIMING MODULES

- 21.1. 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.
- 21.2. 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.
- 21.3. Competitors must not place electronic timing equipment within five metres of the official Start/Finish or any other timing lines at any event or championship test session/ day. Any such team equipment placed within these zones will be removed.
- 21.4. All competitors having preinstalled, or permanent transponders fitted into their vehicles, must inform the organizers and register the transponders with timekeepers.

22. PIT LANE AND PIT LANE SAFETY

- 22.1. 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 three-place grid penalty for the next race

- 22.2. Entrants must comply with Circuit Management and DAMC Safety Regulations at all times.
- 22.3. 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 kilometres 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 possibly of a mandatory stop and go penalty.
- 22.4. Refuelling. This is only allowed in the fuel station or the pit garages. It is not envisaged that vehicles be refuelled during practice sessions or races. Fire extinguishers must be easily accessible at all times.

- 22.5. Children under the age of 13 are not allowed in the pit lane or at the pit wall during live sessions and are required to stay in the garage behind the red Pit Lane line.
- 22.6. Competitors must not paint lines on any part of the pit lane.
- 22.7. 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.
- 22.8. 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 the following races or sessions.

23. INCIDENTS

- 23.1. "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 race director (or noted by the stewards and subsequently investigated) which:
 - (a) Necessitated the suspension of a race under Article 13.
 - (b) Constituted a breach of these Sporting 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.

- 23.2. 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.
- 23.3. 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 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) A drop of any number of grid positions at the driver's next race;
- (h) Starting from pit lane;
- (i) Exclusion from the results;
- (j) Suspension from the driver's next event.

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

23.4. Should the stewards decide to impose either of the penalties under Article 23.3a) 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 23.3 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 23.3 d), 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.

23.5. The Championship Organisers 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 Championship into disrepute. This may include individual race bans, loss of points, awards, and/or season awards or exclusion from the Championship. In cases of repeated offences, the Championship Organizers reserve the right to exclude any other competitor from a fixed number of races or from the Championship. 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.

24. PROTEST AND APPEALS

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

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

25. SANCTIONS

25.1. 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.

25.2. 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 championship into disrepute, the Championship Organizers will be entitled to request that the Championship Stewards 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 Championship.

26. TYRES

- 26.1. There shall be no limitation on the number of tyres permitted to be used during an event.
- 26.2. With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry weather tyres may be used for the remainder of the relevant session.
- 26.3. Tyres may only be inflated with air or nitrogen.

27. SCRUTINEERING AND SPORTING CHECKS

- 27.1. 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) A current medical certificate may be requested
- 27.2. 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.
- 27.3. Race numbers and any official advertising must be on the car for inspection during scrutineering.
- 27.4. 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.
- 27.5. 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.
- 27.6. The clerk of the course may require that any car involved in an accident be stopped and checked.

28. REPLACEMENT CAR

- 28.1. Should a competitor wish to use a replacement car for whatever reason after the Qualifying session, the competitor must inform the Stewards and Clerk of the Course about the change in writing.
- 28.2. Acceptance of this request is at the discretion of the Stewards.
- 28.3. If accepted, the Stewards will instruct the Chief Scrutineer to check the replacement car for scrutineering approval.
- 28.4. Replacement cars must be of same make and model than the car initially entered in the event.
- 28.5. Scrutineering approval must be received by the Stewards no later than 10 minutes before the pit lane open time for the next race in order to amend the grid accordingly.
- 28.6. Should the request for replacement car be made too late and scrutineering checks cannot be carried out in time, the car will not be allowed to start in the race (the car may however be used in any subsequent race of the same event). The grid will then be closed up accordingly, see Article 11.9.
- 28.7. Any replacement car(s) will be placed at the back of the grid in the order of submitting the request for replacement car and the grid will be closed up accordingly, see Article 11.9.

29. INFRINGEMENTS OF THE TECHNICAL REGULATIONS

- 29.1. Arising from post-practice (qualifying), Scrutineering, or Judicial Action.

Minimum Penalty: Should a vehicle be found ineligible after practice, but subsequently be approved before the race, the vehicle will have all its practice times disallowed. The stewards may

permit it to start from the back of the grid (or from the pit lane exit) providing that it does not take the place of any vehicle already qualified, whether a reserve or not.

29.2. Arising from post-race Scrutineering, or Judicial Action.

At discretion of the stewards

30. ADDITIONAL CHAMPIONSHIP REQUIREMENTS

30.1. The organisers and nominated officials will have the power to invoke any of these regulations as appropriate to their area of jurisdiction.

30.2. Competitors are expected to co-operate fully with the wishes of the organisers, failure to do so will be seen as an infringement of the regulations.

30.3. The image of the Championship and its sponsors must be upheld at all times by competitors and their teams, at or away from the events or otherwise.

30.4. Competitors are expected to attend every race event or Championship official briefing or publicity event, as specified by the DAMC.

31. STANDARD DAMC CHAMPIONSHIP COMMERCIAL UNDERTAKINGS

31.1. Introduction

31.1.1. The terms of the Commercial Undertakings form part of the contract between the promoters and organisers (DAMC) of those Championships, and the competitors. Registration for and entry into the Championships is conditional upon the competitor meeting these conditions. A breach of any of the Commercial Undertakings may render the competitor ineligible for competition and participation in these championships entirely at the discretion of the Championship Promoters. The onus will be on the competitor to ensure that all persons connected with his/her team are aware of and comply with the requirements of the Commercial Undertakings.

31.1.2. For the purpose of commercial undertakings only, a registration once made and accepted shall constitute a legally binding contract. Acceptance of a registration is at the absolute discretion of the championship promoters/organizers.

31.1.3. A breach of any of the Commercial Undertakings may render the competitor or team ineligible for competition and participation in the Championship at the discretion of the Championship promoters/organizers.

31.1.4. The Championship and Series promoters/organizers reserve the right to add or vary the Commercial Regulations at their sole discretion in the interests of promoting the Championship. Such additions or variations will be notified to competitors via an official championship bulletin.

31.2. Television

31.2.1. The Championships promoters, through any nominated film production companies hold exclusive broadcast, recording, cable, satellite, digital, video, internet and interactive rights and rights to all other media to film and record the participation of the competitor, Entrant, Sponsor, and any other team member in the events and activities throughout the championship and to license, assign or otherwise deal with such rights and/or film and recording. The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters which may then be used at the Championship promoter's discretion.

31.2.2. On-board cameras may be permitted for team/personal use only with the approval of the Dubai Autodrome Communications Department (Rohan Mehta, +971 4 806 2224, rohanm@dubaiautodrome.com). Dubai Autodrome LLC has the right to seize or block the use of video footage or digital images should the need arise.

31.2.3. Any competitors advised by the organisers that they are to carry on-board television cameras, may be required to have the approved Championship logo on the dashboard, visible to a forward-facing on-board camera. The decision for the positioning of this Logo rests solely with the DAMC and their nominated film production company.

31.2.4. No other publicity material visible to an on-board camera, whether on the vehicle or on race suits, will be allowed.

31.2.5. Any competitor who fails to meet these requirements may be penalized.

31.3. Advertising and vehicle livery

31.3.1. First set of complete vehicle livery will be provided to competitors for free including numbers but excluding Competitor's name; any subsequent material will be available for purchase at the appropriate fee.

31.3.2. No alcohol or tobacco (or associated products) related advertising is permitted in any form in the Championships.

31.3.3. No advertising or statements on the race vehicle or the Competitors' race clothing is permitted to conflict with the Championship sponsors without written approval of the promoters.

31.3.4. No advertising or statements on the vehicle, or team vehicles, or on competitors' race clothing or team clothing is allowed which may be considered unsuitable or offensive to the promoters, the organizers, or their sponsors and any advertising must respect the political and religious sensitivities of the UAE.

31.3.5. All vehicles shall carry the Championship Sponsors' Livery and painting/decaling requirements in the correct locations, without alteration and without interference.

31.3.6. Competitors' own race vehicle livery is expected to meet the standards required by the organizers and promoters.

31.3.7. The promoters reserve the right to refuse entry to the Championship and/or forbid participation or to pay prize monies/bonus awards if the livery does not meet the standards required. In addition, they reserve the right to specify competitors clothing requirements for podium ceremonies or other promotional occasions.

31.3.8. At the start of each event, practice, qualifying practice or race, the vehicle shall be clean, smart and in good order. The organizers reserve the right to forbid vehicles not meeting this requirement from taking part or remove them from the paddock.

31.3.9. Competitors are obliged to assist in promotion of the Championships by the granting of interviews when requested by the nominated film production company and any other reasonable requests of the Championship promoters.

31.4. Promotion Activities

31.4.1. As part of the Series all competitors will be expected to assist the organizers with the promotion of the Championship and the Series. In particular they may be requested to:

(a) Make race vehicles available for display/passenger rides during race meetings.

(b) Make vehicles available and/or competitors available in race suits on request for "meet the public" promotional opportunities during the race weekends or at other time during the season.

31.4.2. All Competitors required for Podium Presentations should attend without delay, at the place and time specified by the Organizers. Sponsors Caps as determined by the Series promoters are expected to be worn on the competitor's head and race suits shall be worn in the "closed/normal" position. Failure to do so may mean forfeiting any Championship Prize Monies/Awards or Points gained at that round.

31.4.3. Competitors are expected to attend the end of season Awards Ceremony in order to formally claim their awards. Non-attendance may mean forfeiture of awards and/or Prize Monies unless previously agreed with the promoters.

31.4.4. The Championship title and associated logo styles may only be used with the prior written approval of the Championship promoters.

31.5. Paddock Arrangements

31.5.1. The Pit Garage areas are intended to be working areas for the preparation of race vehicles. Space will be extremely limited, and Competitors shall follow the instructions issued by the Series organizers and any detailed Paddock plans issued by the Championship organizers and comply at all times with the instructions of the staff organizing the parking areas. Any support vehicle shall be parked where instructed by the organizers or their representatives.

31.5.2. The space allocated to a team in the Paddock is strictly for race support vehicles only. It is expressly forbidden to use this space for hospitality or as a trade site area, unless permission is granted by the organisers.

31.5.3. There will be a speed limit of 20 km/h in the Paddock at each venue. The only movement of race vehicles permitted is on the way to and from Scrutineering, to the Assembly Area and on the way back from Parc Fermé unless specifically requested by the organizers.

31.5.4. Detailed Health and Safety Guidance Notes may be issued to competitors in advance of the first meeting. These are expected to be complied with at all times.

31.5.5. All team branding, whether in the paddock or garage area shall have the written permission of the organizers BEFORE it is displayed.

31.6. Hospitality

31.6.1. Hospitality and entertaining to anyone other than team personnel by the provision of food and drink is strictly prohibited in paddock areas. Each team is permitted to provide general catering for team personnel. Any requirement for external catering companies must be provided by the venue on application.

31.6.2. Open flamed cooking is not permitted in the Race Paddock until the end of the day after the last race as finished.

31.6.3. Hospitality areas are available at most meetings via the Organizers, subject to availability, and arrangements shall be made in advance via the circuit hospitality department and the appropriate fees paid.

31.7. Miscellaneous

31.7.1. Competitors agree to authorize the promoters to use and license the use of images and representatives of the vehicles and competitors competing in the championship for the purposes of producing merchandise exploiting and promoting the Championship. The right to exploit the interactive games rights of the Championship rests with the Championship promoters.

31.7.2. Competitors are advised that, unless requested otherwise, their information will be stored in a computer retrieval system and may be used to promote the Championship and/or the Series.

31.7.3. The Championship Eligibility Scrutineer and/or his nominated deputy shall be given free and unrestricted access at all times and at any location in order to inspect or measure or impound any component fitted to any vehicle registered in the Championship.

APPENDIX I – Recommended Penalty List

The following list is a recommended list of penalties that may be imposed on any driver competing in the Championship. 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	Practice or 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	5 Grid place penalty	10 seconds penalty or drive through (or grid place penalty if driver failed to finish the race)
8	Gaining an advantage by exceeding track limits or short-cutting or otherwise repeatedly exceeding track limits	Fastest lap deleted	5 second penalty
9	Blocking or weaving to gain an unfair advantage or otherwise preventing a legitimate overtaking manoeuvre	Reprimand	10 seconds penalty or drive through (or grid place penalty if driver failed to finish the race)
10	Forcing another driver off the track	Reprimand or Grid Place Penalty	10 seconds penalty or drive through (or grid place penalty if driver failed to finish the race)
11	Driving in wrong direction on circuit or pitlane or reversing in pit lane	Exclusion from next race	Disqualification
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		5 second penalty
15	Jump start or causing false start		10 second penalty
16	Overtaking under safety car or otherwise failing safety car procedures		Drive through penalty
17	Exceeding Code 60 speed limit		Time penalty
18	Overtaking another car during Code 60		Drive through penalty
19	Failure to push car back into garage or obstruction of pit lane	3 place grid penalty	30 second time penalty
20	Taking the chequered flag more than once at the end of a session	3 place grid penalty	3 place grid penalty for next race
21	Physical or verbal abuse of an official or failure to obey instructions by marshals	Exclusion from next race	Exclusion from next race