

GENERAL REGULATIONS 2022

World Class Karting Championship

Since 2005 the Dubai Kartdrome Endurance Championship Powered by ARMotors is one the main highlights on the motorsport calendar. Teams from around the world come to Dubai to challenge this extreme endurance race series.

The championship is constantly evolving, and the organizers 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).

Supplementary regulations (SR's) pertaining to each round and the respective setup of the race will be released before each round.

Sodi World Series Finals (SWS)

All teams participating in the Kartdrome Endurance Championship automatically gain a worldwide ranking in the SWS with the chance to participate in the World Finals held every year: <https://www.sodiwseries.com/en-gb/>

1. Organization of the championship

Dubai Kartdrome will organize an endurance karting championship which will be made up of four 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. This championship will be held on the Dubai Kartdrome circuits at the following dates:

2022 Championship dates are:

Round 1 – 700km: 26th – 27th February 2022

Round 2 – Ramadan 7hrs: 23rd April 2022

Round 3 – 12hr Race: 22nd – 23rd October 2022

Round 4 – 24hr Race: 10th – 11th December 2022

(Dates may change in conjunction and with the approval of the EMSO only.)

2. Entry Requirements and Categories

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

Round 1 – 8,250 AED

Early Bird Rate: 7,500 AED

Round 2 – 5,650 AED

Early Bird Rate: 3,999 AED

Round 3 – 8,250 AED

Early Bird Rate: 7,500 AED

Round 4 – 16,350 AED

Early Bird Rate: 13,999 AED

2b. – Minimum Age

Participants turning **13 years old** during the **2022** Season will be permitted to race, provided that these Participant's aged below 18 years of age, be 'either' the holder of a valid Race license or has done an 'driving assessment' by Dubai Kartdrome Management. If the driver is under 18, he or she must have an authorization in writing from a parent or guardian to participate.

Teams with drivers aged less than **15 years old** on the day of the race, cannot score SWS Championship points as per the official **SODI WORLD SERIES REGULATIONS**. However, teams with drivers aged less than 15 years old, can continue to score & collect Dubai Kartdrome Endurance Championship points.

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 52.5kg 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. – OVERALL Ranking

Team's overall ranking for each event will be as per the official classified Results.

NUMBER OF DRIVERS IN A TEAM

Ramadan 7hr	= Minimum 2 Drivers & Maximum 6 drivers
700KM	= Minimum 2 Drivers & Maximum 6 drivers
Dubai 12hour	= Minimum 2 Drivers & Maximum 6 drivers
Dubai 24hr	= Minimum 3 Drivers and Maximum 8 drivers

2d. - GCC Ranking Category

For a team to be eligible for GCC Ranking, the team must consist of Drivers who are **all** from one of the **same** GCC Countries listed below;

Bahrain

Kuwait

Oman

Qatar

Saudi Arabia

United Arab Emirates (UAE)

* A GCC Team will still be eligible for the NATIONS CUP & OVERALL Rankings. Please refer to **Regulation 14b**

2e. - CORPORATE Ranking Category

For a team to be eligible for CORPORATE ranking all the drivers must work for the company and provide labor card or employment visa. Corporate teams can have a team manager that is not employed by the company. All info must be submitted at the time of team entry no later than one week prior to the event.

2f. - NATIONS CUP Ranking Category

A team, whether OVERALL or CORPORATE will be eligible for the NATIONS CUP providing all team drivers are from the same country and hold a passport of the same country. Please refer to **Regulation 14b**.

3. - EVENT FORMAT

During the Endurance Championship. Organizers will elect to run one of the below Formats and will notify competitors through the Supplementary Regulations as to which format will be run:

3a. Format A

- **Practice & Qualifying combined:** (This determines your start position for the **Endurance Race**)
- **Endurance Race**

3b. Format B

- **Practice & Qualifying Combined: 60 minutes** (This determines your start position for **Feature Sprint Race**)
- **Feature Sprint Race (9 Laps).** The Official classified results from this Feature Sprint Race, will determine the starting Grid for the start of the Endurance Race. There will also be a separate Trophy Presentation for the **Top 3** officially classified Sprint Drivers. Only **one** driver per team may take part within the Sprint Race. There will be **No** Championship Points awarded for the Sprint Race.

- **Endurance Race**

3c. Format C

- **Practice: 40 minutes**
- **Qualifying: 10 minutes** - The Official classified results from Qualifying, will determine the starting Grid for the start of the Endurance Race
- **Endurance Race**

3d. Format D – Endurance Race running both Clockwise & Anti Clockwise Directions

- **Practice/Qualifying: 100 minutes**
- *Note: Practice/Qualifying will run both circuit directions, 50minutes in the Clockwise direction and then another 50minutes in the Anti-clockwise direction.
- Starting Positions for the Endurance Race will as per the Official classified results from the combined 100minutes practice/qualifying, regardless of the circuit direction best time was set.
- **Endurance Race**

4. Equipment Required

On the grounds of safety, always 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 mentioned in (13b)'.
- (b) Pits to Driver radio communications are not permitted however radio communication between pit crew is allowed.
- (c) 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 organizer; no claims will be accepted regarding the 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 the kart cannot make a lap time of 1:18 or less.

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 can 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 enters the pit lane, they are required to change karts. All karts must have their weight checked each time they pass through, regardless if 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 FIVE lanes of karts. **LANE 1, LANE 2, LANE 3, LANE 4 & LANE 5**. 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.

Sprint Feature Race – Should Organizers elect to use this format, then Teams will start both the Feature Sprint Race and the Endurance race using the same kart they finished the Practice & Qualifying session combined with. There will be NO kart Rotation during or at the End of the Feature Sprint Race.

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 who 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 organizers 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) Each team will be allocated a pit area.

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

(c) An official program of the race may be issued. A half page per team will be used for presentation of team members, background, and sponsors. All artwork (preferably .ai, .eps or .jpg high resolution format for pictures) must be received by the organizers no later than 3 weeks before the relevant event.

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:

Driving stints will be limited to *the time mentioned in the supplementary regulations as Maximum Driver Stint Time*.

A driver can take back to back stints if the total time of the stints are within this time.

The first driver stint time will commence when the first driver crosses the START LINE up to when the kart enters the PIT-IN. All following driver stint times will be timed from the PIT-IN to PIT-IN timing loop. The last driver stint will be timed from PIT-IN to START/FINISH when receiving the Chequered flag.

9b. – Drivers Minimum Rest Time:

Once a driver change takes place the driver coming out may undertake a second or subsequent stint, but not within *(the time mentioned in the supplementary regulations as Drivers Minimum Rest Time)* of the driver previous stint having been completed. However - each driver/pilot must have waited the minimum rest time between stints *(the time mentioned in the supplementary regulations)*. *Please note that the minimum pit time counts towards the driver's stint time. For minimum Pit Time, refer to Regulation 9d.*

9c. – Team Drivers Minimum Driving Time:

Each team need to make sure that each of their drivers meet the minimum drive time stipulated with the supplementary regulations.

9d. - 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 **3.30 minutes**. 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 always 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 210 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 (refer to **Regulation 9d**), 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.

9e. - Mandatory Pit Stops

Each team will be required to have certain amount of pit stops during the event and all pit entries will count towards the minimum pit stop count. The amount of pit stops will be specified in the supplementary regulations. If there is a technical stop this will be included as one of the mandatory pit stops

9f. –Speed in the Pit Lane:

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

9g. - Pit Lane Closure in either the last 30 minutes of race or after a specific Lap Number has been reached:

The Pit Lane will be closed except for technical problems or penalties after for the last 30minutes of the race or whereas stipulated in the supplementary regulations. This means driver-changes, mandatory pit stops, and fuel stops must be done before the last 30 minutes of the race and CANNOT be done in the last 30 minutes of the race or once a specific lap number has been reached.

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 about 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 always.

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 of the race will be a Le Mans start. For safety reasons, all teams are requested to respect the below principles during the race start procedure:

- i) Prior to the Race Start procedure, all kart engines will be started by Dubai Kartdrome's Technical team. No Team Members are permitted on track to Hold the kart or push.
- 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".

10c. – Feature Sprint Race Start

The start of the Sprint race will be a Standing start. For safety reasons, all teams are requested to respect the below principles during the Feature Sprint race start procedure:

- i) Kart will be gridded up in a single Line, as per the official classified results from Time Practice/Qualifying combined.
- ii) Race start will be indicated by the start line lights going out. If the lights are inoperative, waving of the UAE national flag by the start line marshal will indicate the start.

10d. - 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.

10e. - 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 the safety car deployed on track 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 and Safety Car periods
- ☑ Pit EXIT will remain closed once the safety car reaches the point prescribed in the Supplementary Regulations. Pit Exit will only open as soon as it is safe and clear to do so

When the safety car is on its last lap, the hazard lights will be turned off and the lead kart will become the pace setter. Racing speed can only resume when the green flag is displayed at the start and finish post. Karts can only overtake once they have crossed the START/FINISH line after the green flag is displayed.



10f. – Track Direction Changing at halfway point of the race

New for 2019, Organizers may elect to run at selected rounds formats where the track direction is changed from a **Clockwise direction** to that of an **Anti-Clockwise direction** at the halfway point (50% of the race). This will be conveyed via the SR's.

Track Direction Change Procedure will be as follows:

- i) Pit Lane Entry will be closed at the time prescribed within the Supplementary Regulation's.
- ii) A full Course Yellow will be displayed, and a Safety Car will be deployed on track.
- iii) Safety Car will pick up the 'Leading Kart'
- iv) At which point all the karts are to line up in a "Single Line" behind the safety car & Leading kart
- v) The safety car will then lead the train of karts in such a way/route as to change the direction the

- karts are circulating on track, i.e. from a Clockwise Direction to an Anti-clockwise direction.
- vi) Safety car will do 2 full laps of the new direction change on track before turning of it's Hazard Lights and the Leading Kart will become the pace setter.
 - vii) Race will resume when a green flag is shown at the Start/Finish and karts are not allowed to overtake until after they pass the start/finish Line.

10g. - 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. Track configurations may be changed to ensure safe driving conditions.

10h. - 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.

During a Red Flag procedure, all drivers are requested to proceed at Walking Pac towards the start/finish line or where designated by the Officials. **Note: The Pitlane shall be closed and any team pitting once the Red Flag is shown, will have their PIT STOPS deleted.**

In the event Organizers are unable to resume the race, then the below championship points will be awarded based on the race distances completed:

- **Less than 25% of the race completed:** The race shall be abandoned without any points and rescheduled.
- **Less than 75% of the race completed:** If the race has completed more than 25%, but less than 75%, Results will be published with one lap deduction prior to the Red Flag and the teams will received 50% of the points allocation prescribed in the Dubai Kartdrome Endurance Championship Regulations.
- **75% or greater of the Race completed:** If the race has completed more than the 75% mark. Results shall be published with one lap deduction prior to the red flags and teams shall be rewarded with full points.

10i. – In Certain parts of the track Yellow Zones maybe be applied in the case of excessive apex cutting. If a Yellow Zone is applied a yellow Tire will be placed on the corners at the Apex and a bulletin will be issued. Any team hitting these yellow zones, or what may be deemed to be excessive kerbing in any other corners, will be penalized as per penalty No 2.

10j - Force Majeure/Maximum Duration of a Race

Due to any force majeure, the maximum race durations for any round can be extended 2 hours past the original timing (ex: 12 Hours can be extended to 14 hours). Track configurations may be changed to ensure safe driving conditions.

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.

All Marshals and Officials working as part of the Organization for the event are Judge of Fact

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 & Dangerous Driving

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!"*

12.1 Dangerous Driving

Any dangerous driving conduct will be severely penalized. Dangerous driving is defined as any of the following or variants of and will be penalized as per the Penalties Section (**Appendix 1**) of these regulations:

- Contact between karts at the entry point of a corner
- Forcing or "squeezing" a kart off the circuit or into a safety feature (barriers, tires, etc.)
- Re-joining the circuit in an unsafe manner
- Excessive weaving or moving more than once to defend position

- Causing an avoidable accident

12.2 Code of Conduct

Emirates Motorsport sport Organization (EMSO) National Code of Conduct

All participants are required to read and follow this Code of Conduct. By signing on for the race, competitors are therefore agreeing to be governed by the Code of Conduct. The code can be found at: <http://dubiautodrome.ae/wp-content/uploads/2019/10/EMSO-National-Code-of-Conduct-1.pdf>

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 **85Kgs** and 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

13b. - Weight Laps Bonus

To compensate the weight handicap for heavy drivers, the organizer will credit laps to the teams with an average weight over 85kgs. Teams falling under the Bonus Group's shown below will be credit laps in the race. Number of laps credited per group will be specified in the supplementary regulations

90 to 95Kgs – Bonus Group 1

96 to 100Kgs – Bonus Group 2

101Kgs or Greater – Bonus Group 3

Bonus laps for each Bonus Group will be mentioned at the Supplementary Regulations for each race. This procedure will only start after 50% race distance has been completed and teams benefiting will be listed with a Bulletin, which will be posted onto the Official Notice Board.

Weight Lap Bonuses are based on driver's weight plus race wear at weigh in at the beginning of the event and has to be maintained throughout the event at weight checks. Drivers below 80Kg will be weight at 80Kg only for the calculation of the team average weight.

Should a team who received 'credited' bonus laps during an event, have a driver retire from the race before completing their minimum drive time – then the Organizers will re-calculate the average weight of the team and bonus laps will be changed accordingly if necessary.

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. – Weighted Vests

If a driver is unable to make the minimum weight of 85kg, even after 30kg is added to the kart's weight box, the event organizer in certain circumstances will allow Drivers to use weighted vests to reach the minimum weight. Weighted vests can only be permitted with prior approval from the Organiser and can only be used once the maximum weight of 30kg has already been added to the kart's weight box.

13e. – 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. 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 18 years of age is the minimum height of 138cm and minimum weight of 52.5kg with full race gear, must comply to the minimum driver weight of 85kg when carrying ballast weight.

13f. - 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 organizers 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

As per Regulation 3b, there will be No Championship Points awarded for the Feature Sprint Race.

14b. Championship Rankings

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

OVERALL Championship Ranking:

The Overall Championship Classification will be produced by an addition of the points collected by each team from each event. In the case of 2 teams having the same number of points, they will be separated with regards to the following elements:

- **Number of races of the Championship completed.**
- **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.**

GCC Ranking

All teams that have drivers from the same GCC Country or holder of the same GCC passport, will be entered the GCC Cup Ranking.

Corporate Ranking:

Corporate Teams will be considered as those gathering drivers from the same company only. Teams wishing to enter as a Corporate Team will need to submit all drivers' labor cards when registering in advance. Corporate teams can have a team manager that is not employed by the company.

Nations Cup Ranking

All teams that have drivers from the same nation or holder of the same passport will be entered the Nations Cup Ranking.

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.

15. Prizes

15a. - Trophies:

Trophies will be presented for 1st, 2nd & 3rd position of the round, **OVERALL, CORPORATE, G.C.C and NATIONS CUP**.

Championship trophies for the 4 rounds of the championship will be presented for 1st, 2nd & 3rd position of the championship for **OVERALL, CORPORATE, G.C.C & NATIONS CUP** ranking on the final race of the championship.

15b. - Newbie Trophy

A trophy for highest finishing of all new teams will be provided. Only teams comprising of drivers who have not competed in the endurance championship at the Kartdrome with 3 years will be eligible.

15c. –Spirit of the Event Trophy

This Trophy is provided to the team that has displayed certain qualities during the race.

15d. - Prizes: TBC

16. Karts fitted with Hand Controls

If a team of drivers require a kart with Hand control karts, then due to these requirements, the organizers 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.
- (c) 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.
- (d) If any participant is not clear about any 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.
- (e) The organizers reserve the right to modify these regulations at any time at their discretion, in the interest of safe and fair competition.
- (f) The organizers will publish a list of officials for each event. These officials will have the right to exercise
- (g) 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.

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	20 seconds Stop and Go
	Above 2 minutes over	60 Seconds Stop and Go
	Not complying to driver stint time limit during the Last Stint of the event	3 laps removed
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 Lane	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	2 Minute Stop and Go, or 2 laps deducted at the end of the race
11	Ignoring a Black Flag	2 Lap penalty will be deducted by the Timekeeper
12	Ignoring a Yellow Flag/Not Slowing down Overtaking under a yellow flag	40 Seconds Stop & Go 1 minute Stop & Go
13	Not complying with minimum pit stops	4 Laps per missed pit stop will be deducted by the timekeeper at the end of the race
14	Unsportsmanlike conduct to other drivers, officials or organizers	Minimum 1-minute Stop and Go, or discretion of the Clerk of the Course
15	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
16	Not Complying Minimum rest time between stints	1-minute stop and go and immediate drivers change
17	Not complying with kart rotation system	1 Laps deducted by the Timekeeper
18	Using Pits to Driver radio communication	2 Lap penalty will be deducted by the timekeeper

APPENDIX 1 continued

Penalty	Description	Penalty
19	<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
20	<i>Dangerous driving</i>	1 Minute Stop and Go or at the discretion of the Clerk of the Course
21	<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
22	<i>Poor conduct in Pit Lane</i>	Up to 30 seconds Stop and Go
23	<i>Not complying with Start Procedure</i>	10 seconds Penalty
24	<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
25	Feature Sprint Race Start Infringements:	
	2 wheels outside Formation before Start Line	3 Seconds Added to the Sprint Race Time
	4 Wheels outside of Formation before Start Line	5 Seconds Added to the Sprint Race Time
	Jump Start	3 to 10 Seconds Added to the Sprint Race Time

APPENDIX 2

Points Breakdown

Round 1, 2, & 3

1st	40
2nd	35
3rd	32
4th	30
5th	28
6th	26
7th	24
8th	22
9th	20
10th	19
11th	18
12th	17
13th	16
14th	15
15th	14
16th	13
17th	12
18th	11
19th	10
20th	9
21st	8
22nd	7
23rd	6
24th	5
25th	4

Round 4

26th	3
27th	2
28th	1
29th	0
30th	0

1st	60
2nd	53
3rd	48
4th	45
5th	42
6th	39
7th	36
8th	33
9th	30
10th	29
11th	27
12th	26
13th	24
14th	23
15th	21

16th	20
17th	18
18th	17
19th	15
20th	14
21st	12
22nd	11
23rd	9
24th	8
25th	6
26th	5
27th	3
28th	2
29th	0
30th	0