

GENERAL REGULATIONS 2025 V3

World Class Karting Championship

Since 2005 the Dubai Kartdrome Endurance Championship has been one of 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 endeavour to make the racing close and as fair as possible by levelling the playing field. This gives new drivers/teams a competitive chance to compete against regular drivers/teams for top honours 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.sodiworldseries.com/en-gb/>

1. ORGANIZATION OF THE CHAMPIONSHIP

Dubai Kartdrome will organize an endurance karting Championship 2025 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 organisers. This championship will be held on the Dubai Kartdrome circuits at the following dates:

2025 Championship dates are:

Round 1 – Ramadan 8hrs	: 8 th –9 th March 2025
Round 2 – 700 km	: 26 th –27 th April 2025
Round 3 – 12HRs.	: 25 th – 26 th October 2025
Round 4 – 24HRs.	: 13 th –14 th December 2025

(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 – 6,999 AED	Early Bird Rate: 5,999 AED
Round 2 – 10,500 AED	Early Bird Rate: 9,500 AED
Round 3 – 10,500 AED	Early Bird Rate: 9,500 AED
Round 4 – 17,999 AED	Early Bird Rate: 16,500 AED

***Special All Season Rate for the full 2025 Dubai Kartdrome Endurance Championship: 40,500 AED (5,498 AED Saving)**

2b. – Minimum Age/Weight

Participants turning **13 years old** during the **2025** Season will be permitted to race, provided that these Participant's aged below 18 years of age, be 'either' the holder of a valid FIA Race license or has done a 'driving assessment' by Dubai Kartdrome Management. If the driver is under 18, he or she must have an authorisation in writing from a parent or guardian to participate. Drivers must meet the minimum height of **138cm**.

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. All Drivers who fall below the minimum weight of **85kg** will only have to carry a maximum of **30kg** inside the kart to meet the minimum requirement. **Note: Seat Inserts 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 8Hr	= Minimum 2 Drivers & Maximum 4drivers
700 Kms	= Minimum 2 Drivers & Maximum 5 drivers
Dubai 12hour	= Minimum 2 Drivers & Maximum 5 drivers
Dubai 24hr	= Minimum 3 Drivers & 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 Category, the following conditions must be met and submitted with the entry application:

- The Company they represent must be an established company with a valid commercial license or company registration certificate issued by the chamber of commerce.
- All teams must present original copies of their STAFF IDS/ VISA COPIES – showing the same company name
- Should Staff ID Cards not be available, a Company Letter (with Letter head) must confirm that all the team's drivers are working for the same company
- All drivers need to be working for the same company and submit employment visa or labour cards as supporting documentation.

Entry into the Corporate Category will be at the discretion of the Race Organisers to accept or reject the team's application based on the receipt of reliable, sufficient and incorruptible documentation.

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. Organisers 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: 60 Minutes (This determines your start position for the Endurance Race)
- Endurance Race

3b. Format B

- Practice & Qualifying Combined: 60 minutes (This determines the start position for the Feature Sprint Race)

Note: Only the top 30 quickest teams, as per the official classified results, will take part in the feature sprint race. In the event the grid is larger, eg 43 karts – then the starting grid from 31st to 43rd will be determined as per the official classified results from the combined practice & qualifying.

- **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.

The driver who does the SPRINT RACE – Cannot be the same Driver who Starts the main Endurance race.

- **Endurance Race**

3c. Format C

- **Practice/ Qualifying: 60 minutes** (Top 15 quickest teams – make their way through to the **SUPERPOLE Qualifying Session**)

Teams who qualified in Position 16th onwards, this will be your start position for the **Endurance Race**)

Qualifying – SUPERPOLE: There will be a session of **5 minutes** for the **Top 15 Quickest teams** from Practice/Qualifying, to determine the starting Grid for the top 15 grid slots. Each team will select only one driver for this session. The results will define the starting grid of the race. **Teams will be released out onto track in the order of the official classified results from Practice/ Qualifying ; eg Fastest team leaves pit lane first, all the way through to the team who was 15th quickest in**

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**

3e. Format E – 2 x 6hr Endurance Races - running two track configurations

- **Practice/Qualifying: 100 minutes**
- **2 x 6r races**
- ***Note:** Practice/Qualifying will run both circuit configurations, 50minutes in each configuration.
- Starting Positions for the **first** 6hr Endurance Race will as per the Official classified qualifying results from the Second Qualifying session on the second layout.
- Starting Positions for the **second** 6hr Endurance Race will as per the Official classified finishing results from the first 6hr Endurance race
- **Point scoring:**
Points as detailed in **Appendix '3'**, will be awarded to each team as per their official classified order in each of the two races. These points will then be calculated together to determine the overall rankings of the event.
- **Championship points as detailed in Appendix '2' will be issued to teams**

3f. Driver Briefings

It is mandatory for all drivers & team Captains to attend Driver Briefing prior to the event, unless they have written permission from the Race Director.

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

- (i) Weighted seat inserts are prohibited but none weighted seat inserts are allowed but cannot be contributed to the 'driver weight mentioned in (13b)'.
- (ii) Pits to Driver radio communications are not permitted however radio communication between pit crew is allowed.
- (iii) Teams using Pit to Pit radio communications, need to ensure that they comply to all local Government requirements. Dubai Kartdrome Management will not assist in any shape or form with clearance of Radios from customs, if being brought in from overseas.

4b. On Board Lap Timers:

Onboard Lap timers are permitted for 2025.

- (i) Teams using on board lap timers – do solely at their own risk and are solely responsible for the installation and removal. Organisers bare no responsibility whatsoever for any damages.
- (ii) Teams using onboard lap timers, must install and remove the timer by themselves - without delay (maximum 7 seconds to remove). Any teams found to compromise other teams by slow removal/installation of lap timers, will be subject to **Penalty #27**
- (iii) Lap times / data shown on the On board lap timers cannot be used as submission of evidence to challenge any lap times or results from the official timing system of the Event.
- (iv) On-board lap timers cannot be considered as part of the Driver's Weight
- (v) Should a lap timer fall off on track – there will be a penalty applied as per **Penalty #27**

4c. Go Pros

Go Pros are not permitted to be used during the Endurance Event. Organisers may, however, nominate a team for Social Media and Event promotion purposes. It is strictly forbidden for any team, driver or associate of a team to post any negative videos on social media.

- (i) In the event a driver is approved to used a go pro - Organisers bare no responsibility for any loss, damage or injury which could arise from using a go pro.
- (ii) Organisers recommend using the Go Pro attached to the air filter of the kart.
- (iii) 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.
- (iv) Teams using go pros must not post/share any content online, which may bring the sport into disrepute or tarnish the reputation of the series. Please refer to **Emso Code of Conduct – Regulation #12.2 and Penalty #20**

5. ENTRY CONFIRMATION

Entries will only be valid after:

- (a) The official entry form with all the drivers' details is submitted to the organisers 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 organisers will be entitled to retain the 50% down payment.

Should, for whatever reason, the organisers 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 AND TECHNICAL ARRANGEMENTS

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

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

The performance of all karts is declared identical by the manufacturer and organiser; 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 changes 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 organisers will be permitted to be used. No additives are allowed. Refuelling must only take place in the area approved and nominated by the organisers. Only the refuelling person can remove the fuel cap on the kart.

Mechanical repairs may only be made by the organisers' mechanics and must be carried out only in a technical area nominated by the organisers. 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 tyre pressures, which will be set by the organisers with the aim to be identical for all karts.

6b. - Kart Rotation

Organisers 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 team member walking in front of the kart as down the pit lane driver e. Walking behind the kart is **not permitted**.

- Once the Driver enters the Pit Lane and passes the **PIT IN LOOP** – there is a TV Monitor display located before the **WEIGHT CHECK Area**. This monitor will show teams their KART Number & from which LANE you must take your next kart from. **Note: Do not drive too fast, as the computer takes a few seconds from the time of passing the Pit In Loop to generating a random Lane Number.**
- The driver **MUST** take the kart from lane number displayed on TV Monitor.
- For each event, within the SR there will be a set #number of lanes eg: **LANE 1, LANE 2, LANE 3**. Each lane will have several karts. ***Number of kart Rotation Lanes may change from event to event.**
- 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.
- **In the event the timing system software for kart Lane rotation fails:** Organisers will revert to using an IPAD with a random number generator. 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. **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 behaviour penalties.**

- All teams must change karts every time they enter the pits. This applies to ALL pit entries in practice, qualifying and the race.
- Should there be a situation where a team name is displayed on the kart rotation screen twice, the latest kart to be assigned will be displayed at the top of the screen for that kart change. Teams to use kart from lane specified.

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.

Sprint Feature Race – Should Organisers 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 the event during the race a team's kart experiences a mechanical failure on track and the driver is unable to bring the kart back to the pit lane safely, the driver must park the kart in a safe spot. Then the driver must remove the front and rear kart number plates (which has transponder attached) and make their way safely to the 'Penalty Box'. (Do not enter the pit lane on foot). Once in the penalty box, there will be a line of karts and the driver must take the kart at the front (first kart). Drivers are solely responsible for adding/removing weights from the spare kart.

NB: Drivers must avoid passing the PIT IN /OUT Loops and the Start Finish when making their way to the penalty box on foot with transponder.

Teams drivers when making their way back to the Penalty Box, can only be made together with a track marshal.

(It is the responsibility of the Driver to bring both the Front & Rear kart number plates and transponder to The Penalty Box!)

6d. – Compensation for Technical Breakdowns

No compensation in time or laps will be given to teams who experience mechanical failure due to a racing incident or aggressive driving over kerbs. Organisers will, where possible, try to credit any lost laps should a kart suffers a Technical Malfunction, not due to any incidents. Organisers will not over compensate when crediting laps back. Eg. If a team loses 59 seconds, which would be less than **1 actual lap**, no compensation will be made.

- In the rare occurrence of 'over-credited' laps, where a team gains an advantage due to a credited lap, a stop/go penalty will be enforced to eliminate any potential unfair advantages and restore balance to the race.
- Please note that there will be no credited laps if a driver returns to the Pit Lane due to a technical issue.
- Organisers will not credit or consider any additional pit stops made by teams, due to poor performing karts or karts with technical issues.
- Multiple breakdowns or poor kart performance will not be aggregated when crediting laps for lost time. Each instance will be treated individually.

6e. Badly damaged karts due to dangerous or wreckless driving

It is important for all drivers to prioritize safety on the track and respect the equipment provided by Dubai Autodrome. Any deliberate attempts to damage karts or endanger other drivers will not be tolerated and may result in legal action being taken against the responsible parties.

By participating in events at Dubai Autodrome, drivers and teams acknowledge and agree to adhere to the regulations set forth regarding the responsibility for damages caused by dangerous or wreckless driving. Failure to comply will result in disciplinary action being taken, up to and including permanent suspension from all future events at Dubai Autodrome.

In the event a kart is badly damaged during the event by a driver due to wreckless or dangerous driving, the team will be responsible for damages up to **10,000 AED including VAT**. The team will be given a replacement kart and will have: **30 minutes** to make the necessary payment to reception. Failure to comply, will result in the team being excluded from the event and permanently banned from Dubai Autodrome.

Please note that the decision to deem a kart as badly damaged due to wreckless or dangerous driving will be at the discretion of Dubai Autodrome Technical staff. Any disputes regarding the condition of the kart will be resolved by the Event Director & Clerk of the Course. It is the responsibility of the driver and team to adhere to safe driving practices at all times to prevent accidents and damage to equipment.

6f. - 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. **Test Driver Kart has a front plate display 'Test Driver'.**

6g. - Refuelling

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

6h. – Pit Lane Behaviour

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)

8. TEAMS AND 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 penalised.

8b. Each Driver from each Team must take part within Official Practice or, completing a minimum of **1 Timed Lap**. A Time lap consists of an **OUT-LAP**, a **Flying Lap**, and an **IN-LAP**. **Penalty #29 in Appendix 1 applies unless they have written approval from the race director.**

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 2 years, either officially or unofficially on the grounds of fair play to all other teams.

9. DRIVER STINT LIMITATIONS AND 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*. *There are penalties for team/driver exceeding Stint Time limits.*

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

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.

Even in the event of an unexpected technical stop, the driver is still required 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 penalised.

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 travelling above walking speed, without a walker in-front, 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 where 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 organisers 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 organisers 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/vaping 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, smoking & Vaping is forbidden anywhere within in the Kartdrome premises.

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.
- iii) 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 marshal or officials before and at the scene of an accident 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. Drivers can only resume overtaking once they have passed a Marshal post showing the Green Flag. In the event there is no Green Flag, Drivers can resume racing speed and overtaking once they have safely passed the hazard/incident for which the yellow Flag was being waved for.

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 (leader)** will become the pace setter.

- Racing speed can only resumed 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

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 off the 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** of that Lap completed by leader, 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 Pace 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. – Yellow Zones

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 1 hours past the original timing (ex: 12 Hours can be extended to a maximum 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 within the cones and stationary, with the driver calm. 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.

Any decision that is deemed to be a dispute between two drivers or teams /manager 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.

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 Advised/issued. This penalty will also be displayed to the driver at the START/FINISH marshal post.

During the race, your team may be penalised 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 6, 7, 9, 10 or 13 (as per appendix 1) and continue to race to the end of the race, or ignore a black flag, then 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 Organisation 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.

11c - Driving Stint and Pit time Penalties:

Pit time infringements and minimum drive time per driver infringements, will be monitored during the event and applied at any point before the end of the race. Penalties for Stint Time infringements can be applied anytime during the race or post – race calculations of multiple stints executed by the same driver.

11d. – Infringements occurring in the last 30 minutes of the race: In the event the Race Organisers do not have time to investigate and then issue a penalty before the chequered flag (end of the race), these incidents will be investigated after the race and if required, penalties will be either Lap Deduction, timed penalties or position penalties. Only then will the podium celebrations commence.

12. DRIVER'S BEHAVIOUR AND DANGEROUS DRIVING

The team manager will be responsible for the behaviour of all his team, including drivers and any other associated personnel. Should there be a breach of the safety rules or any unsporting behaviour on the race track, in the pits or in the paddock at events, the team concerned will be penalised at the absolute discretion of the organisers.

The penalties at the organiser's 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 organisers 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.

12.1 Dangerous Driving

Any dangerous driving conduct will be severely penalised.

Dangerous driving is defined as any of the following or variants of and will be penalised 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, tyres, etc.)
- Re-joining the circuit in an unsafe manner
- Excessive weaving or moving more than once to defend position
- Causing an avoidable accident
- Excessive Speed / loss of control entering Penalty Box

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://dubaiautodrome.ae/wp-content/uploads/2019/10/EMSO-National-Code-of-Conduct-1.pdf>

13. KART WEIGHT/DRIVER

Equalisation

13a. - Driver Weight

All drivers will be weighed at the beginning of the event with racing equipment and should wear suit, boots, helmet & if they require a Rib protector & Neck brace. If they don't report for weigh in, they will not be eligible to drive. The Minimum driver weight with the described race wear is **85Kgs**. Weighted seat inserts are prohibited. However, Non weighted seat inserts are allowed to be used but cannot be contributed to the 'driver weight'.

Note: Non-weighted insert seats, cannot included at weigh in to negate the need for Regulation 13c

13b. - Weight Laps Bonus

To compensate the weight handicap for heavy drivers, the organiser 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 85Kg will be weight at 85Kg 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 adjusted 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 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

Weighted Vests or any additional weights (including ankle weights) are not permitted at any time on the grounds of safety.

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 solely 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.

It is solely the 'Driver's responsibility' to maintain the minimum Driver Weight of 85kgs at all times.

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 is the official scales.

Note: Teams & Drivers are not allowed to drink, take on additional fluids or add weights to their karts between PIT IN & and the KART CHANGE AREA. Driver must have their weight checked before taking on any additional fluids. Drivers can only take a drink once they have been weighed and have left the driver change and weight check area.

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' labour 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. – Fastest Legal Pit Stop

This trophy is provided to the team that executed the fastest legal pit stop of the event. In the event there is a tie, it will be based on who executed the fastest legal pit stop first

16. KARTS FITTED WITH HAND CONTROLS

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

17. SUNDRY ITEMS – PLEASE NOTE THE FOLLOWING:

- (a) Prior to each event, the track and karts will be available to participants for testing up to 3 days before the race. For availability of the track, please contact Kartdrome on 800-KARTING.
- (b) Any team using the area behind their pits as hospitality may use only up to 3m from the pits only.
- (c) Any team bringing their own food or hospitality are requested to keep the area clean and tidy and dispose of any waste food.
- (c) Any written instructions issued by the organisers 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 organisers in advance of the event or at the drivers briefing.
- (e) The organisers reserve the right to modify these regulations at any time at their discretion, in the interest of safety and fair competition.
- (f) The organisers 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 penalised by the organisers.
- (i) In all matters regarding the running of events and the Championship, the organisers decision is final.

18. PIT GARAGES

In order to be fair and transparent to all teams taking part in the Endurance Kart Championship, the allocation of pit garages will be decided by a means of a ballot draw prior to the event, as detailed on the event's time table. One representative from each team will be asked to draw a number. The number drawn will be the same number for the kart and Garage. Eg a Team drawing the Number 1, will be allocated the kart number 1 for the event and will use Garage 1.

In the event a team's representative isn't able to attend the kart draw at the prescribed time on the time table, then a member of the Kartdrome organisational team will do the draw on their behalf.

Note: Teams paying the Full season Rate will not have to do the Garage Draw, since they will have a guaranteed concrete Pit Garage for all Championship rounds

APPENDIX 1

Penalty	Description	Penalty
1	<p>Crossing white lines with more than 2 wheels during the Race</p> <p>White line infringements during Qualifying</p>	<p>5 Seconds Stop and Go</p> <p>Fastest Lap deleted for each offence + at the discretion of the Clerk of the Course a 5 seconds Stop & Go Penalty to be served during qualifying</p>
2	<p>Yellow Zone Infringements during Race</p> <p>Yellow Zone infringements during Qualifying</p>	<p>5 Seconds Stop & Go</p> <p>Fastest Lap deleted for each offence + at the discretion of the Clerk of the Course a 5 seconds Stop & Go Penalty to be served during qualifying</p>
3	<p>Under Pit Time Duration</p> <ul style="list-style-type: none"> - Up to 5 seconds - 5.1 to 10 seconds - 10.1 to 20 seconds - 20.1 to 30 seconds - 30.1 seconds to 60 seconds - More than 60.1 seconds under Min Pit Time <p>Under Pit Time Duration During Qualifying: In the event one of the penalties is not served as a time penalty during 'qualifying'</p>	<p>5 Seconds Stop and Go 15 Seconds Stop and Go 25 Seconds Stop and Go 1 Minute Stop and Go 2 Minute Stop and Go 3 Minute Stop & Go</p> <p>Up to a 10 Grid Place Penalty or at the discretion of the Clerk of the Course</p>
4	<p>Helmet Issues:</p> <p>Using tinted or smoked visor at night. No Dubai Kartdrome Visor Strip, Helmet not fastened or long hair hanging dangerously out helmet/suit.</p>	<p>Technical Flag issued and Driver to proceed to the Penalty Box. Driver will be told to rectify the concerned issue immediately</p>
5	Excessive blocking or weaving	10 Second Stop and Go
6	<p>Not Complying Minimum rest time between stints during race</p> <p>Not Complying to Minimum rest time between stints during the LAST STINT OF THE RACE</p>	<p>40 seconds Stop and Go and immediate drivers change.</p> <p>1 Lap Deduction</p>
7	<p>Not complying to Driver stint time Limit:</p> <ul style="list-style-type: none"> Up to 2 minutes over Up to 5 minutes over Up to 10 minutes over 10 minutes and over <p><u>Not complying to Driver Stint time during the last Stint of the Race:</u> Not complying to driver stint time limit during the Last Stint of the event – up to 5 minutes over</p> <p>5 minutes up to 10 minutes 10 mins and over</p>	<p>5 seconds Stop and Go 10 seconds Stop and Go 20 Seconds Stop and Go 1 minute Stop and Go</p> <p>25 Seconds time penalty</p> <p>1 lap removed 3 laps removed</p>
8	<p>Bumping / Contact – No Advantage Gained</p> <p>Bumping / Contact –Advantage Gained</p>	<p>Warning Flag or 5 Seconds Stop & Go</p> <p>10 Second Stop and Go</p>
9	Making a driver change, pit stop, or fuel stop within Pit Lane Closure Period as stated with the SR.	1 Minute Stop and Go, or 1 lap 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 Ignoring a Black Flag during Qualifying	3 Lap penalty will be deducted by the Timekeeper Serve a One Minute stop and go penalty during the race or at the discretion of the Clerk of the Course
12	Ignoring a Yellow Flag/Not Slowing down Overtaking under a yellow flag	10 Seconds Stop & Go 20 Seconds 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 organisers	Minimum 1-minute Stop and Go, or discretion of the Clerk of the Course
15	Dangerous driving During Race Dangerous driving During Qualifying Dangerous driving after the Chequered Flag	1 Minute Stop and Go & at the discretion of the Clerk of the Course, <u>immediate</u> Driver Change. Driver sent to the back of the Grid for start of race Up to 3 Lap Penalty & at the discretion of the Clerk of the Course
16	Driver Underweight in Qualifying Driver found Underweight during the Race: Up to 3kg 3.1 to 5kg 5.1 to 10kg 10.1 to 15kg 15kg.1 to 20kg (during race & including the Last Stint) 20.1kg & above (during race & including the Last Stint) Driver found Underweight during last stint at the End of the Race: Up to 3kg 3.1 to 5kg 5.1 to 10kg 10.1 to 15kg During Race: Driver found drinking fluids between PIT IN & KART CHANGE AREA Adding weights to karts before weight check area During Qualifying: Driver found drinking fluids between PIT IN & KART CHANGE AREA Adding weights to karts before weight check area	Team to start from the back of the grid for Start of Race 5 second Stop & Go 10 second Stop & Go 25 seconds Stop & Go 35 seconds Stop & Go 1 Lap deducted by timekeeper for each driver or driving stint 2 Laps deducted by timekeeper for each driver or driving stint underweight 15 seconds added to race time 20 seconds added to race time 35 seconds added to race time 45 seconds added to race time 1 Lap deducted by the time keeper 5 Laps deducted by the time keeper Team to start from the back of the grid for Start of Race & then serve a 30 seconds Stop & Go Penalty during the first 10 minutes of the race Team to start from the back of the grid for Start of Race & 5 Laps deducted by the time keeper
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

19	Late or missing Captain's /Drivers Briefing	Either Excluded from race or 200aed Fine, with possible restriction on driving until a time set by Clerk of the Course
20	Offensive language, accusations verbal or written, slander or tarnishing the reputation of the series through any form of social media, online posting; or any such behaviour deemed to be bringing the championship or sport into disrepute	Exclusion from the Event or Championship, at the discretion of the Organiser
21	<p>Speeding in Pit Lane</p> <p>Poor conduct in Pit Lane (Blocking another team / Bumping)</p> <p>Not having a team member walking in-front of the kart in Pit Lane</p> <p>Under Pit Time Duration During Qualifying: In the event one of the penalties is not served as a time penalty during 'qualifying'</p>	<p>1 Minute Stop and Go</p> <p>Up to 30 seconds Stop and Go</p> <p>Up to 5 seconds Stop & Go</p> <p>Up to a 10 Grid Place Penalty or at the discretion of the Clerk of the Course</p>
22	<p>Not complying with Start Procedure</p> <p>Jump Start</p> <p>Jump Start Advantage gained</p>	<p>10 seconds Penalty</p> <p>5 seconds Stop & Go</p> <p>10 seconds</p>
23	During Endurance Qualifying, any team found to be in breach of any penalties which can't be penalised by invalidating lap times or by serving a Stop / Go penalty	10 Grid Place Penalty or at the discretion of the Clerk of the Course
24	Re Joining the track in an unsafe manner at Pit Exit or Unsafe re-joining the track during Practice/Race/qualifying	10 seconds Penalty
25	Driver driving for two different teams during the same Event	Exclusion of the Team from the Event
26	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
27	<p>On-board Lap Timer or GoPro falling off the kart during the race</p> <p>Delaying other teams with removal/installation of personal Lap Timers or go pro</p>	<p>10 seconds Stop & Go</p> <p>Up to 30 seconds Stop and Go</p>
28	Badly damaged karts due to dangerous or wreckless driving	10,000 AED payment within 30 Minutes of instruction by Officials, or exclusion from the event and permanently banned from Dubai Autodrome.
29	Any driver not participating in qualifying session prior to the race	20 Grid place Penalty

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

Round 4 Points

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

APPENDIX 3

FORMAT E : Points for each of the two races held:

1st	62
2nd	57
3rd	53
4th	50
5th	48
6th	46
7th	44
8th	43
9th	40
10th	38
11th	36
12th	35
13th	34
14th	33
15th	32
16th	31
17th	30
18th	29
19th	28
20th	27
21st	26
22nd	25
23rd	24

24th	23
25th	22
26th	21
27th	20
28th	19
29th	18
30th	17
31st	16
32nd	15
33th	14
34th	13
35th	12
36th	11
37th	10
38th	9
39th	8
40th	7
41st	6
42nd	5
43rd	4
44th	3
45th	2
46th	1