

1 GENERAL SPORTING REGULATIONS

1.1 Title & Jurisdiction

The UAE National Championships are organised, promoted and administered by Dubai Autodrome Motor Sports Club (DAMC) in accordance with the requirements of the Automobile & Touring Club of the United Arab Emirates (ATC UAE) (incorporating the provisions of the International Sporting Code of the FIA) and these Championship Regulations and any further Championship bulletins or event Supplementary Regulations issued officially by the DAMC.

The contact details for any further information, queries or to register an interest in competing in the Championship are as follows; DAMC, Dubai Autodrome LLC, PO Box 57331, Dubai, UAE. Telephone 04 367 8700, Fax number 04 367 8750, <http://www.dubaiautodrome.com>

1.2 Officials

- 1.2.1 For UAE Touring Car Championship (UAETCC), please refer to Appendix A
- 1.2.2 For the UAE Sportbike Championship (UAESBC), please refer to Appendix B
- 1.2.3 For the NGK Racing Series (NGKRS), please refer to Appendix C

1.3 Competitor Eligibility

- 1.3.1 Competitors must be valid DAMC members.
- 1.3.2 All personal licences entitle the holder to enter the vehicle in which he/she will personally take part in the event. Any other organisation, company, sponsor or person must obtain an ENTRANT'S LICENCE by making separate application to the ATC UAE. The entrant is the legal entity who is responsible for all acts and/or omissions of the competitor/ and any person connected with the entry. A competitor must ensure that any entrant is aware of this. The maximum number of words permitted in an Entrant's title is six. Only one Entrant's licence may be used in connection with an entry. An International Entrant's licence is valid for all events both inside and outside the UAE. A National Entrant's licence is valid for all events inside the UAE. Competitors who intend to use this licence internationally must advise the ATCUAE/UAEMC at the time of application
- 1.3.3 For UAETCC if he/she has not previously finished six Races, the competitor must carry a novice cross on the rear of the car (article 5.3.6.) and may be required to sign a declaration that he/she is competent to compete in the appropriate Race and also may be required to satisfy the Clerk of the Course prior to practice that he/she is aware of the flag signals. The competitor should be subject to special observation during practice, and must achieve a lap time of at least 120% of the class best, unless the Clerk of the Course is satisfied as to extenuating circumstances.
- 1.3.4 Entrants/Competitors must surrender an appropriate competition licence for checking at signing-on for each event.
- 1.3.5 It is the competitor's responsibility to ensure that their vehicles comply with the conditions of eligibility and safety at all times during qualifying and racing for all UAE National Championships events.

1.4 Registration

- 1.4.1 All eligible competitors must register for the championship in advance of participating in their first event by returning a fully completed Championship Registration Form to the DAMC Secretariat along with any documents required under the Championship Technical regulations, accompanied with the Championship Registration Fee. Any change of Competitor name or Vehicle will require completing a separate form.
- 1.4.2 To be eligible to register for the championship, competitors must be holders of a valid competition license minimum National Grade, issued by the ATCUAE/UAEMC or an equivalent license issued by an ASN / FMN in the "MENA Zone" with the correct start permission.
- 1.4.3 Competitors from outside the "MENA Zone" can compete but are not eligible to score points.
- 1.4.4 The Championship Registration Fee will be **AED 2,000** till round 4. Registrations will be accepted from publication of these championship regulations.
- 1.4.5 No new Championship registrations will be accepted after round four.
- 1.4.6 Competition numbers will be the permanent number allocated to the Competitor for the championship relevant to class. Although a preference can be requested, the allocation of these numbers will be at the absolute discretion of the organisers.
- 1.4.7 DAMC reserves the right to refuse registrations or impose any conditions upon registration at their absolute discretion.
- 1.4.8 The Team Registration Fee for the NGK Racing Series (Classes 3, 4, 5 and 6) will be **AED 2,000 per entry and registrations will be accepted from publication of this championship bulletin till Round 4.**

1.5 Championship Events

- 1.5.1 The UAETC and NGKRS Team Championship will be contested over a scheduled 12 rounds at six race events and UAESB championship over a scheduled 12 rounds at six race events. All events will take place in the UAE and will be scheduled as per the national and international racing calendar issued by the ATCUAE/UAEMC.
- 1.5.2 Subject to the number of entries received, each event will feature one or two races. Details for each meeting will be clarified in advance by the issue of the Supplementary Regulations and/or an official Championship Bulletin.
- 1.5.3 All competitors will be responsible for submitting an entry form for each event and comply with the Supplementary Regulations issued by the organisers.
- 1.5.4 The organisers reserve the right to amend the calendar should circumstances dictate. In such circumstances all registered competitors will be notified by the issue of an official Championship Bulletin.
- 1.5.5 The official bulletin board during the race events will be advised in the supplementary regulations.

1.5.6 The DAMC Noticeboard on the Dubai Autodrome website will be considered as an official bulletin board before and after the championship events.

1.6 Point Scoring

1.6.1 For UAETC Championship, refer to Appendix A

1.6.2 For UAESB Championship, refer to Appendix B

1.6.3 For NGK Racing Series Team Championship, refer to Appendix C

1.7 Awards

1.7.1 All awards will be provided by DAMC.

1.7.2 **For each race;** Trophies to 1st in each Class, 2nd in each Class and 3rd in each class. Plus Trophy for first placed **UAESBC 600cc and UAETCC Class 2 Rookie** (A rider/driver that is participating in their first championship as a registered competitor and has not competed in any race previously. Declaration of previous racing experience must be made in the registration form prior to their first race)

1.7.3 **For the championships;** Trophies to 1st in each Class, 2nd in each Class and 3rd in each class including **Sportbike and UAETCC Class 2 Rookie** of the year. **Team Award (NGKRS);** Trophies to highest point scorer in each class for classes 3, 4, 5 and 6.
The Champions in each category are obliged to attend all official awards ceremonies. Failure to do so may result in loss of championship title.

1.7.4 **Bonuses;** The organisers/promoters/sponsors reserve the right to provide additional awards for individual races and the championship. Such additional awards will be announced in an official Championship Bulletin.

1.7.5 **Presentations;** All winners will be presented with their trophies ~~at the time and location stated in the supplementary regulations of the event~~ **immediately after each race unless otherwise instructed by the officials.** Attendance is mandatory for award winning competitors. **Failure to do so, may result in loss of podium and/or championship points.** Any additional awards/bonuses may be distributed subsequently.

1.7.6 **Podium:** All the winners who are requested to be on the podium have to wear their racing suits in full, with the exception of Helmets and gloves or any other devices, such as HANS®, etc.

1.7.7 **Title to all Awards;** In the event of any results being revised after any provisional presentations and such revisions affecting the distribution of awards, the competitors concerned are required to return such awards in good condition to DAMC within 7 days of being requested to.

2. CHAMPIONSHIP RACE MEETING PROCEDURES

2.1 Race Entry Procedures

2.1.1 Supplementary Regulations and Entry Forms are available from the Dubai Autodrome website: www.dubaiautodrome.com

2.1.2 Competitors are responsible for submitting completed Entry Forms with the appropriate entry fees prior to the entry closing date specified by the Supplementary Regulations.

- 2.1.3 All correct and complete entries will be acknowledged advising the competitors of the acceptance, or otherwise, within 5 days of receipt by the DAMC.
- 2.1.4 There will be **no refunds** if competitors withdraw LESS THAN 4 Days prior to any race meeting.
- 2.1.5 Incorrect or incomplete entries (including competitor to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance, for entry purposes, shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.
- 2.1.6 **Any withdrawal of entry or competitor/vehicle changes made after the acceptance of any entry must be notified to the Secretary of the Meeting in writing. If competitor/vehicle changes are made after close of entry and prior to the raceday, the competitor concerned must apply (in writing) for approval of acceptance from the stewards.**
- 2.1.7 Reserves are to be nominated on the Final List of Entries published at close of entries. All Reserves will practice and replace withdrawn or retired entries in Reserve Number order, irrespective of class. If Reserves are given Grid Places prior to issue of the first Grid Sheets for any round, the times set in Practice shall determine their grid positions. If Reserves are given places after publication of the grid sheet and prior to vehicles being collected in the Official "Assembly Areas", they will be placed at the back of the Grid and be started without any time delay. Otherwise, they will be held in the pit lane and be released to start the Race after the last vehicle to start the GREEN FLAG LAP, or last vehicle to take the start, has passed the start line or pit lane exit, whichever is the later. Such approval to start MUST be obtained from the Clerk of the Course.
- 2.1.8 Reserves who practice in the correct session and set a time will take precedence, in reserve number order, over any accepted entry whose practice times are disallowed, or who does not set a time during the official practice for the championship Race.
- 2.1.9 In the event of the entry being over-subscribed, DAMC will accept entries in the following order of priority;
- a) For entries received prior to the closing date –
 - Competitors registered for the championships having competed previously in the championships, in order of points scored.
 - Competitors competing for the first time, in date received order
 - b) For all entries received after the closing date, in date received order.

2.2 Briefings

- 2.2.1 All Briefings are mandatory. Organisers will notify competitors of the times and locations for all briefings in the event Time Table and/or Supplementary Regulations for all meetings.
- 2.2.2 All Competitors must attend all briefings related to their championships.
- 2.2.3 Competitors who are late or do not attend briefings will be referred to the Stewards who may impose a penalty.

2.3 Practice and Qualification

- 2.3.1 The minimum period of qualifying practice to be provided is 15 minutes.

- 2.3.2 Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.
- 2.3.3 Should the need arise to stop a practice session, RED LIGHTS will be switched on at the Start Line and around the circuit and red flags will be displayed at Marshals' Signalling Points around the circuit. This is the signal for all Competitors to cease racing speeds, to slow to a safe and reasonable pace and to return to the Pits, which will automatically become a Parc Fermé. No work will be allowed on vehicles except that authorised by the Clerk of the Course on the grounds of safety.
- 2.3.4 Every Competitor must complete a minimum of 3 laps practice in the vehicle to be raced and in the correct session in order to qualify. The Clerk of the Course and/or Stewards of the meeting shall have the right to exclude any competitor whose practice times or racing conduct are considered unsatisfactory or unsafe.
- 2.3.5 For UAETC and UAESB the grid for the first race will be formed by times set during qualifying practice, with the fastest Competitor being awarded pole and so on. Competitors who qualify but do not set a time will take position at the back of the grid in an order to be set by the Clerk of the Course.
- 2.3.6 Unless otherwise advised by DAMC in an official bulletin, the grid for the second race will be formed by the finishing order in the first race. Non finishers will be positioned behind all finishers, in reverse order of retirement.
- 2.3.7 Following the Chequered Flag/Finish Flag all Competitors must maintain racing speed for a further 250meters past the finish line (Dubai Autodrome-Marshals Post 2) and then reduce speed gradually.
Competitors must keep to the racing line they are on and not move/veer across the track i.e. to the pit wall.
No stopping for burnouts, doughnuts or hooning etc.
The Clerk of the Course/Stewards shall have the right to penalize up to exclusion any driver/rider who's driving is considered to be unsatisfactory.

2.4 Minimum Race Length

The standard scheduled race duration shall normally be approx 18 minutes but should any race distance be reduced at the discretion of the Clerk of the Course or Stewards of the meeting, it shall still count as a full points scoring round.

2.5 Starts

- 2.5.1 All race start countdowns are to have a minimum elapsed period of 3 minutes from the time all vehicles are released to form up the grid to the start of the Green Flag lap(s) in the formation as specified in Supplementary Regulations.
- 2.5.2 Races for the UAESBC will have standing starts unless specified otherwise in the Supplementary Regulations. UAETCC/NGK Racing Series starts will be a two by two and a ROLLING START with pole position on the same side as the inside of the first corner. The minimum countdown procedures/audible warnings sequence shall be:
- 1 minute to start of Green Flag/Pace lap - Start Engines/Clear Grid.
 - 30 Seconds – Visible and audible warnings for the start of Green Flag/Pace lap.
- 2.5.3 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.

- 2.5.4 Any vehicles removed from the grid after the 1-minute stage or driven into the pits on the Green Flag lap shall be held in the pit lane. They may start the race after the last vehicle to take the start from the grid has passed the start line or pit lane exit whichever is the later at the discretion of the Clerk of Course.
- 2.5.5 Any Competitors unable to start the Green Flag lap or any Competitors unable to maintain grid positions on the Green Flag lap, to the extent that all other vehicles are ahead of them (except those in the same predicament), may complete the Green Flag Lap. They MUST remain at the rear of the last row of the grid but ahead of any vehicles to be started with a time delay.
- 2.5.6 Any Competitors unable to start the Green Flag/Pace lap or start are required to indicate their situation and/or any competitors unable to maintain grid positions on the Green Flag lap, to the extent that all other vehicles are ahead of them (except those in the same predicament), may complete the Green Flag Lap but MUST remain at the rear of the last row of the grid but ahead of any vehicles to be started from the pit lane or from a time delay.
- 2.5.7 Excessive weaving to warm-up tyres using more than 50% of the track width and falling back in order to accelerate and practice starts, is prohibited.
- 2.5.8 (a) Standing Start: After the Green Flag lap has been completed, and vehicles have returned to their grid positions, and the starter is satisfied that the vehicles are ready, a 5 Second Board will be shown to indicate that the start lights are imminent. Five seconds after this board is withdrawn the red lights will come on and between two and seven seconds later the red lights will be extinguished to signal the start of the race. In the event of any starting lights failure, the Starter will revert to use of the National Flag.
(b) Rolling Start: The Organisers official leading car will pull off at the end of the pace lap. The cars will continue on their own with the pole position leading at a minimum speed of 70kph and a maximum of 90kph. A judge of fact may monitor the speed of the car in pole position by radar. Any divergence between the prescribed speeds (70/90kph) before the start is given may result in a stop and go penalty. During the formation lap the red light will be on. All cars must stay in the formation on the approach to the start line. No car may overtake another one nor deviate from the formation position before the starting signal is given and the red lights have been extinguished. In the event that the starting lights fail the Starter will revert to using the National Flag. Failure to meet the parameters of a clean rolling start will result in the start lights, as outlined above, remaining red. In this case, the pack will go around on a second formation lap, with the Pole Position car acting in the capacity of the Course Car.
- 2.5.9 For Bikes, Riders who fall from their machine must return to the pits via ambulance and are not permitted to continue in the practice, qualifying sessions or race and until passed fit by a Medical Officer and the bike re-inspected and cleared by the Scrutineer. Any infringement of this rule will result in the rider being disqualified from the remainder of the practice, qualifying sessions or race.

2.6 Race Stop Procedures

- 2.6.1 Should the need arise to stop any race, RED LIGHTS will be switched on at the Start Line and RED FLAGS will be displayed at the start line and at all Marshals Signaling Points around the circuit. This is the signal for all drivers to cease circulating at racing speeds, to slow to a safe and reasonable pace and to return to the starting grid area, (DO NOT CROSS THE STARTING LINE/TIMING BEAM) which will automatically become a Parc Fermé area. Cars may not enter the pits unless directed to do so. Work on cars already in the pits must cease when a race is stopped. Circuit lights may also be used in conjunction with the flags.

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

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course. **Only vehicles** which are under their own power at the showing of the Red Flag will be classified.

2.6.3 Case B – More than two laps completed by the race leader but less than 75% of the scheduled distance.

The race will restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course. **Only vehicles** which are under their own power at the showing of the Red Flag will be classified. The result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise.

2.6.4 Case C - More than 75% of race completed

Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the Stewards of the Meeting, deems it appropriate to restart the race. If not restarted, the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. **Only vehicles** which are under their own power at the showing of the Red Flag will be classified. If run as a two part race 2.6.3 will apply.

2.6.5 In the interval between stopping and restarting the race vehicles may return to the pit area for repairs. They may join from the pit lane after all the other vehicles have started. Non-runners at the time of stopping can restart from the pit lane behind those referred to above. No work may be carried out on the grid unless on grounds of safety and with the approval of the scrutineer. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

2.7 CODE 60

Introduction of Code 60 Procedure

The Code 60 procedure is a method whereby a race can be neutralized in the event of an incident. It is designed to help in the safe rescue and recovery of stricken vehicles without resorting to Red Flag procedures, where a race has to be stopped.

Code 60 allows the whole track to be secured instantly and allows rescue vehicles immediate access to the track whilst competitors continue to run, at reduced speed and in a single line.

The maximum speed of race vehicles is reduced to an average of 60 kilometres per hour over the entire track, on the posting of Code 60 flags (a purple flag with the number 60 in white) at all marshal posts simultaneously. Overtaking is prohibited during Code 60 periods, and adherence to this speed limit is monitored through intermediate track timing, through transponders and the timekeeping equipment.

It is envisaged that by adopting Code 60 procedures at a National Racing level, the Clerk of the Course will be able to allow a race to continue under stringently controlled circumstances without foreshortening race duration, and will acclimatize potential competitors with the procedures used in Endurance racing.

2.7.1 The Code 60 procedure will be brought in to operation at the discretion of the Clerk of the Course to neutralize a race in which an incident, which does not warrant a complete race stoppage, nevertheless needs the attention of safety or recovery crews.

- 2.7.2 When the order is given to deploy Code 60 flags, all marshal posts will simultaneously display waved purple flags (as described above) and all competitors will immediately slow down in order to continue at an average lap speed of 60 kilometres per hour. Overtaking is strictly prohibited on pain of penalty. The gaps between competing vehicles should not be affected as all competitors should maintain the correct speed.
- 2.7.3 During Code 60 operations, the Pit Lane will normally remain open and competing vehicles can enter and leave the Pit Lane at will, (providing the Pit Lane lights remain at Green) and may re-enter the track to continue around the circuit at the reduced speed. It should be noted that it is not permissible to regain a position held before entering the Pit.
- 2.7.4 Code 60 operations are not a substitute for Yellow Flag procedures, and competitors should be aware that Yellow flags, indicating the possibility of further slowing down, may still be used at the site of any incident.
- 2.7.5 When the Clerk of the Course gives the order for the Code 60 procedure to end, the Code 60 flags will be withdrawn at the end of the neutralization period to the lead vehicle at the Start Line and all marshal posts will simultaneously withdraw Code 60 flags, and replace these with Green flags. This will signify that full racing can recommence immediately, and that overtaking is again permissible.
- 2.7.6 Each lap completed under Code 60 conditions will count as a race lap. If, during the Code 60 procedure, the scheduled number of laps is completed, the chequered flag will end the race as normal.
- 2.7.7 Failure to respect the Code 60 procedures in any way, or the endangerment of officials or other competitors during Code 60 operations may result in penalties being applied by the Clerk of the Course or Stewards of the Meeting.

2.8 Safety Car Procedures

- 2.8.1 The Safety Car will be brought into operation in Force Majeure **only** when Code 60 cannot be implemented to neutralise a race upon the sole decision of the Clerk of the Course.
- 2.8.2 The Safety Car, yellow/amber lights illuminated, will normally join and exit the circuit from the pit lane and the Safety Car boards will be shown initially from the start/finish line.
- 2.8.3 On the order from the Clerk of the Course, the Safety Car will join the circuit with its flashing lights on, regardless of where the race leader is.
- 2.8.4 When the order is given to deploy the Safety Car a waved yellow flag and "SC" board will be displayed at the start/finish line. The waved yellow flags and "SC" boards will flow around the circuit in both directions, as an adjacent post displays both their waved yellow flag and "SC" board.
- 2.8.5 Flashing yellow lights may also be used at the startline and at other points around the circuit.
- 2.8.6 All competing cars, when notified of the Safety Car intervention (by the flag signals, "SC" boards, or by any other means) will reduce speed and line up behind the Safety Car, no more than 5 car lengths apart, and maintaining the same speed as it. Overtaking or overlapping of any other competing car during a Safety Car intervention is forbidden.

Overtaking of a Safety Car is forbidden unless the particular competitor concerned is signalled to overtake the Safety Car by the observer in the Safety Car.

- 2.8.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any cars between the Safety Car and the race leader. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the Safety Car.
- 2.8.8 While the safety car is in operation, competing cars may enter the pit lane, but may only rejoin the track when signalled to do so and not when the safety car and the line of cars following it are about to pass or are passing the pit exit. A car re-joining the track must proceed at an appropriate speed until it reaches the end of the line of cars behind the Safety Car.
- 2.8.9 The Safety Car will remain in operation until at least the majority of competing cars on the circuit are lined up behind it.
- 2.8.10 Following the safety car extinguishing its lights, and prior to passing the green flag, the race leader will dictate the pace and, if necessary, fall more than five car lengths behind the Safety Car. In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are extinguished drivers must proceed at a pace which involves no erratic acceleration or braking nor any other manoeuvre which is likely to endanger other drivers or impede the restart.
- 2.8.11 As the Safety Car is approaching the pit entry, the green flag will be displayed at the start/finish line and the "SC" board withdrawn. Following this display of the start signal yellow flags and "SC" boards at the marshals posts will be withdrawn and be replaced with a waved green flag for one lap. The waved green flag will flow around the circuit in both directions, as an adjacent post displays their waved green flag.
- 2.8.12 Any car being driven unnecessarily slowly, erratically or which is deemed potentially dangerous to other drivers at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

2.9 Timing Modules

- 2.9.1 Timing transponders. It is the responsibility of the competitor to ensure that they are fitted correctly and functioning during the event and returned at the end of the event.
- 2.9.2 Competitors will be charged by DAMC for repair or replacement of the transponders due to accident damage, misuse or loss at any time during the season.
- 2.9.3 Competitors must not place electronic timing equipment within five metres of the official Start/ Finish or any other timing lines at any event or championship test session/ day. Any such team equipment placed within these zones will be removed.
- 2.9.4 All competitors having preinstalled or permanent transponders fitted into their vehicles, must inform the organizers and register the transponders with timekeepers.

2.10 Re-Scrutineering

All vehicles reported to have been involved in contact incidents during races or practice must be presented to the Scrutineer before continuing in the races or practice.

2.11 Pit and Pit lane Safety

- 2.11.1 Entrants must comply with Circuit Management and DAMC Safety Regulations at all times.
- 2.11.2 Pit Lane. The outer lanes are to be kept unobstructed to allow the safe passage of vehicles at all times. A speed limit, normally 60kph (36mph) unless otherwise advised by DAMC, will be applied in the pit lane and must be respected at all times by all competing vehicles. Speeds will be monitored and anyone found to be exceeding the speed limit may be subject to penalty, including the possibility of a mandatory stop and go penalty.
- 2.11.3 Refuelling. This is only allowed **in the fuel station or the pit garages**. It is not envisaged that vehicles be refuelled during practice sessions or races. **Fire extinguishers must be easily accessible at all times.**
- 2.11.4 Children under the age of 16 are NOT allowed in PIT Lane and Pit Garages.
- 2.11.5 All cars returning to the Pit Garages must do so by being pushed backwards into the Pit Garage by their pit crew with the car in neutral and not driven forward under its own power.
- 2.11.6 It is the responsibility of the team to clear the pit lane in a safe and timely manner so as not to obstruct access down the pit lane for the following races.

2.12 Race Finishes

Following the Chequered Flag/Finish Flag all Competitors must maintain racing speed for a further 250meters past the finish line (Dubai Autodrome-Marshals Post 2) and then reduce speed gradually.

Competitors must keep to the racing line they are on and not move/veer across the track i.e. to the pit wall.

No stopping for burnouts, doughnuts etc. and safely slow down, remain behind any competitors ahead of them, return to the pit lane without any "showboating" and follow the instructions of officials..

The Clerk of the Course/Stewards shall have the right to penalize up to exclusion any driver/rider whose driving is considered to be unsatisfactory.

The Clerk of the Course reserves the right to reduce the time taken by competitors to complete the cool-down lap by directing the competitors to take an alternative route on the track under the directions of officials.

Helmets and harnesses should be still worn at all times while on the circuit, until such time as the vehicle is stationary in the pit lane.

All vehicles that are classified finishers are to be held in Parc Fermé for 30 minutes. Failure to do so will result in a fine of AED 1,000 and additional penalties may be applied at the discretion of the Stewards.

2.13 Results

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

3 CHAMPIONSHIP JUDICIAL ARRANGEMENTS

3.1 Infractions of Technical Regulations and the Sporting Regulations Issued for the Championship

Infringements	During Qualifying	During Race
A - Excess speed in pit lane	Black Flag	Stop and Go or Drive Through
B - Overtaking under a yellow flag	Black Flag	Stop and Go or Drive Through
C - Overtaking under safety car conditions	Black Flag	Stop and Go or Drive Through
D - False Start		Stop and Go or Drive Through
E - Failure to respect starting position or out of position on formation lap		Stop and Go or Drive Through
F - Wrong direction in pit lane	Exclusion	Exclusion
G - Not stopping for the correct amount of time for any pit stop		Stop and Go or Drive Through
H - Not stopping for the mandatory pit stop		Exclusion
I - Failure to supply correct documents at sign-on	Dhs. 200/-	
J - Late arrival at drivers/riders briefing	Dhs. 500/-	
K - Non attendance at drivers/riders briefing	Dhs. 1000/-	
L - Physical or verbal abuse of an official	Disqualified Exclusion	Disqualified Exclusion
M - Failure to obey marshals or officials verbal instructions	Disqualified Exclusion	Disqualified Exclusion – up to exclusion from remaining events
N - More than one lap under Black Flag with Orange Disc (mechanical problem)	Black Flag	Black Flag
O - More than 3 laps under black flag without reporting to the pits	Back of the Grid	5 laps penalty
P - Non compliance with article 4.2.2 technical regulations re data logger for UAETCC.	3 grid places back in class	3 positions back in class
Q - Non compliance with Sporting Regulation Appendix A Article 3 Success Ballast or maintaining original declared weight.	5 grid places back in class	5 positions back in class
R - Failing to respect the integrity of the circuit and consequently gaining an advantage	5 grid places back in class	10 sec penalty for each infringement or as otherwise determined by the Clerk of the Course
S - Non compliance with articles 2.12.5 and 2.12.6 of the sporting regulations	4 grid places back in class	5 positions back in class
T - Non compliance with article 2.5.9 of the sporting regulations.	Back of the Grid	Disqualified Exclusion
U - Doughnuts/Burnouts on any part of the circuit 2.12	Back of the Grid	AED 1,000 per doughnut/burnout

If an infringement is committed and the appropriate penalty cannot be carried out for any reason, such as a time constraint, a time penalty, equivalent to the penalty time that would have been served, may be applied at the discretion of the Clerk of the Course/**Stewards**.

The encouragement of high standards of racing with appropriate respect for other competitors and their vehicles will be considered paramount, and in that respect:

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

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

Vehicles which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or Championship Stewards to be below an acceptable standard, may be excluded from the grid.

Competitors are expected to affect some repairs from previous accident damage prior to presenting their vehicle for scrutineering. In some cases an instruction to carry out repairs will be issued by the Championship Organizers.

Drivers/Riders must use the track at all times. For the avoidance of any doubt: the white lines defining the track edges are considered to be part of the track but the kerbs are not and a driver/rider will be judged to have left the track if no part of the car/bike remains in contact with the track.

Should a car/bike leave the track for any reason and without prejudice to paragraph below, the driver/rider may rejoin. However, this may only be done when it is safe to do so and without gaining any advantage.

Repetition of serious mistakes or the appearance of a lack of control over the car/bike (such as leaving the track) may be subject to penalties laid out in Article 3.8-R

3.2 Infractions of Technical Regulations

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

Minimum Penalty: Should a vehicle be found ineligible after practice, but subsequently be approved before the race, the vehicle will have all its practice times disallowed. The stewards may permit it to start from the back of the grid with a 10 second delayed start (or from the pit lane exit) providing that it does not take the place of any vehicle already qualified, whether a reserve or not.

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

Minimum Penalty: Any competitor whose vehicle is excluded from the results of the meeting will be subject to the following penalties:

- a) Count the event as one of the events contributing to their Championship score.

- b) Be excluded from the event forfeiting all Championship points, prize money and other awards.

For any infringement deemed to be of a more serious nature, the Stewards of the Meeting, may decide to have the competitor forfeit a total of points equal to those obtained from two first places (even if this penalty results in a minus total of points).

3.3 Additional Championship Penalties

3.3.1 Where an offence (below) is committed during any qualifying session(s) or the first race, then any points or awards gained for the qualifying session(s) and the first race will be forfeited. Where an offence occurs during any subsequent race then the points solely gained for that race shall be forfeit.

3.3.2 Should two separate offences be committed, then all points shall be forfeited for that whole event, irrespective of the timing of the offence committed at that event. Where a "double header" event take place at the same venue over a weekend, and is conducted as two separate race days, then this regulation shall only apply to each day individually.

3.3.3 The offences are:

- a) Reckless or dangerous driving in the course of a meeting.
- b) Careless driving in the course of a meeting.
- c) Driving in a manner not compatible with general safety.

3.3.4 The Stewards of the Championship reserve the right to impose further penalties on competitors found to have transgressed any of the technical regulations.

3.3.5 All protest fees to be in cash only. For Technical Protests, the protest fee plus a bond of AED 10,000 to be handed in cash to the Stewards at the time of putting in the protest.

3.3.6 Any vehicle that is classified a non-finisher is not eligible to be protested.

3.4 Additional Championship requirements

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

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

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

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

3.4.5 In all cases, including a dispute and/or legal situation, the English language interpretation of all regulations will apply.

4 Technical Regulations:

Please refer to the appropriate documents

5 Standard DAMC Championship Commercial Undertakings

5.1. Introduction

- 5.1.1. The terms of the Commercial Undertakings form part of the contract between the promoters and organizers (DAMC) of those Championships, and the competitors. Registration for and entry into the Championships is conditional upon the competitor meeting these conditions. A breach of any of the Commercial Undertakings may render the competitor ineligible for competition and participation in these championships entirely at the discretion of the Championship Promoters. The onus will be on the competitor to ensure that all persons connected with his/her team are aware of and comply with the requirements of the Commercial Undertakings.
- 5.1.2. For the purpose of commercial undertakings only, a registration once made and accepted shall constitute a legally binding contract. Acceptance of a registration is at the absolute discretion of the championship promoters/organizers.
- 5.1.3. A breach of any of the Commercial Undertakings may render the competitor or team ineligible for competition and participation in the Championship at the discretion of the Championship promoters/organizers.
- 5.1.4. The Championship and Series promoters/organizers reserve the right to add or vary the Commercial Regulations at their sole discretion in the interests of promoting the Championship. Such additions or variations will be notified to competitors via an official championship bulletin.

5.2. Television

- 5.2.1. The Championships promoters, through any nominated film production companies hold exclusive broadcast, recording, cable, satellite, digital, video, internet and interactive rights and rights to all other media to film and record the participation of the competitor, Entrant, Sponsor, and any other team member in the events and activities throughout the championship and to license, assign or otherwise deal with such rights and/or film and recording. The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters which may then be used at the Championship promoter's discretion.
- 5.2.2. On-board cameras may be permitted, for team/personal use only & is not for broadcasting, with the approval of the relevant circuit communications department who may require additional information.
- 5.2.3. Any competitors advised by the organizers that they are to carry on-board television cameras, maybe required to have the approved Championship logo on the dashboard, visible to a forward facing on-board camera. The decision for the positioning of this Logo rests solely with the DAMC and their nominated film production company.
 - No other publicity material visible to an on-board camera, whether on the vehicle or on race suits, will be allowed.
 - Any competitor who fails to meet these requirements may be penalized.
- 5.2.4. Competitors are obliged to assist in promotion of the Championships by the granting of interviews when requested by the nominated film production company and any other reasonable requests of the Championship promoters.

5.3. Advertising and Vehicle Livery

- 5.3.1. First set of complete vehicle livery will be provided to competitors for free including numbers but excluding Competitor's name; any subsequent material will be available for purchase at the appropriate fee.
- 5.3.2. No alcohol or tobacco (or associated products) related advertising is permitted in any form in the Championships.
- 5.3.3. No advertising or statements on the race vehicle or the Competitors' race clothing is permitted to conflict with the Championship sponsors without written approval of the promoters.
- 5.3.4. No advertising or statements on the vehicle, or team vehicles, or on competitors' race clothing or team clothing is allowed which may be considered unsuitable or offensive to the promoters, the organizers, or their sponsors and any advertising must respect the political and religious sensitivities of the UAE.
- 5.3.5. All vehicles shall carry the Championship Sponsors' Livery and painting/decals requirements in the correct locations, without alteration and without interference.
- 5.3.6. On any car driven by a person who has not received six car race signatures on his National 'B' License, there shall be on the back of the car a yellow square, 7in x 7in, with a black diagonal cross, with strokes 6in long and 1in wide. A maximum of 2 race signatures per each race day is allowed.
- 5.3.7. Competitors' own race vehicle livery is expected to meet the standards required by the organizers and promoters.
- 5.3.8. The promoters reserve the right to refuse entry to the Championship and/or forbid participation or to pay prize monies/bonus awards if the livery does not meet the standards required. In addition they reserve the right to specify competitors clothing requirements for podium ceremonies or other promotional occasions.
- 5.3.9. At the start of each event, practice, qualifying practice or race, the vehicle shall be clean, smart and in good order. The organizers reserve the right to forbid vehicles not meeting this requirement from taking part or remove them from the paddock.

5.4. Passes

- 5.4.1. Permanent Passes may be issued to each registered competitor and these will be valid for all rounds of the Championship unless otherwise advised.
- 5.4.2. The arrangements for the order of all team passes will be advised in the Supplementary Regulations or via an official championship bulletin.
- 5.4.3. Permanent Passes will be issued subject to detailed terms of issue and conditions of use. Failure to abide with these terms and conditions may be considered a breach of these Commercial Undertakings.
- 5.4.4. All passes issued by the promoters for these Championships remain the property of the promoters and shall be returned on demand. Failure to return the passes will incur a financial penalty.

5.5. Promotional Activities

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

- Make race vehicles available for display/passenger rides during race meetings.
- Make vehicles available and/or competitors available in race suits on request for "meet the public" promotional opportunities during the race weekends or at other time during the season.

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

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

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

5.6. Paddock Arrangements

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

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

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

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

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

5.7. Hospitality

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

5.7.2. Open flamed BBQ's are not permitted in the Race Paddock until the end of the day after the last race as finished.

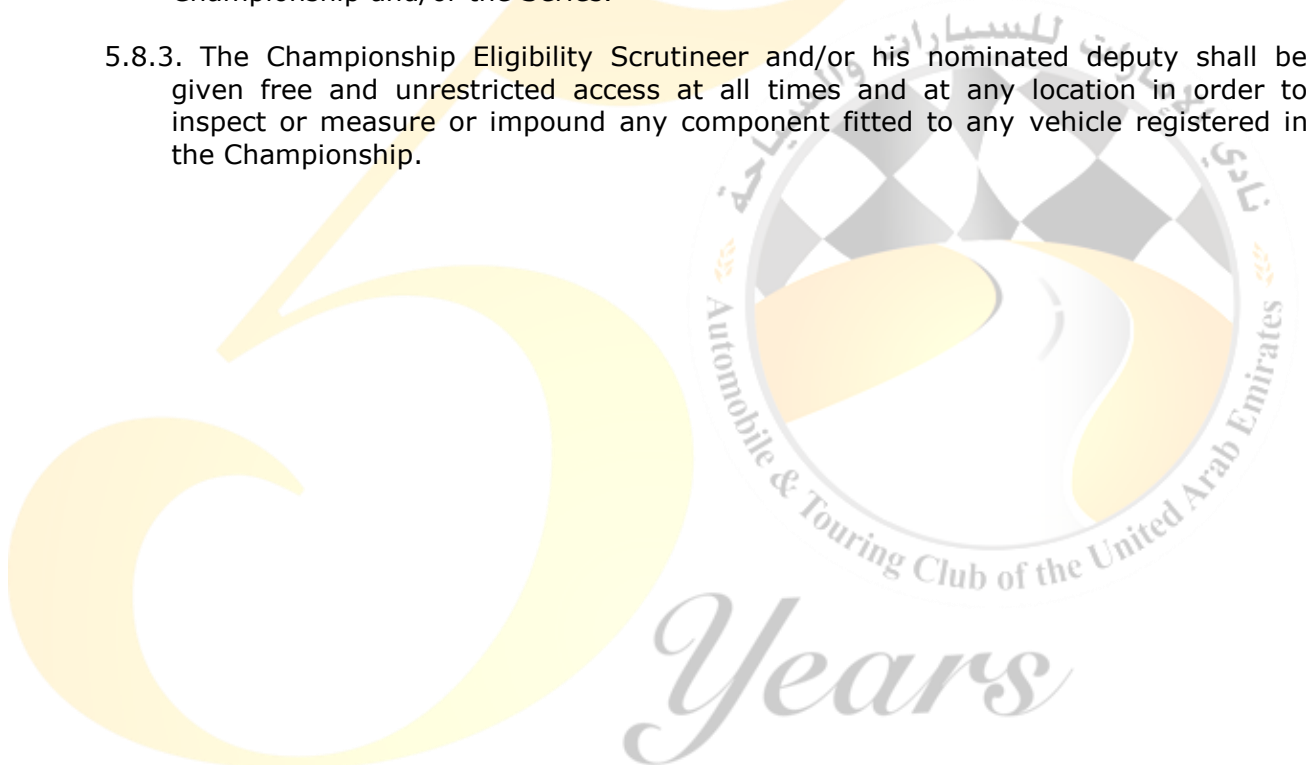
5.7.3. Hospitality areas are available at most meetings via the Organizers, subject to availability, and arrangements shall be made in advance via the circuit hospitality department and the appropriate fees paid.

5.8. Miscellaneous

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

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

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



Appendix A. UAE Touring Car Championship:**1. Officials:**

- | | | | |
|------------|--|---|----------------------------------|
| 1.1 | Championship Executive | : | Richa Mergulhao |
| 1.2 | Eligibility Scrutineer | : | Terry Plant |
| 1.3 | Championship Stewards | : | TBN,TBN,TBN,TBN |
| | Any three of the above may constitute a Stewards' Panel of Enquiry | | |
| 1.4 | Eligibility Panel | : | (DAMC) |
| | | | Nominee from ATCUAE |
| | | | Technical Eligibility Scrutineer |

2. Point Scoring

- 2.1** Points will be awarded on the following basis to the registered competitors who are classified finishers in each class based on the final results of each qualifying race;

1st 20 points, 2nd 17, 3rd 15, 4th 13, 5th 11, 6th 10, 7th 9, 8th 8, 9th 7, 10th 6, 11th 5, 12th 4, 13th 3, 14th 2, 15th 1.
The last event of the season will carry double points and this will be advised via the Supplementary Regulations for that event.

Points scored by a competitor in different classes will be totalled separately towards the final placing. However a change of vehicle within a class during the season will not affect a competitor's points total and a competitor may only enter and drive one vehicle in any one race.

- 2.2** Competitors shall count their results in the total number of races run in a season, less two which the competitor has to have been a starter; a disqualification or non starter cannot be counted as a dropped race.
- 2.3** An eligible starter is someone who has crossed the start line during the race and is shown as done so on the official timing sheet.
- 2.4** An eligible finisher is someone who has crossed the finish timing loop at the end of the race after the chequered flag has been shown.
- 2.5** Ties will be resolved in the following order;
- By considering in the best scoring events of the competitors concerned, the number of class wins.
 - By considering in the best scoring events of the competitors concerned, the number of seconds in class and third in class and so on.
 - By considering the placing in all events run.
- 3.** Success Ballast will apply (to a maximum 60kg) added to the original declared weight (article 4.15 of the UAETCC technical regulations) in each class as follows;

1 st	+20kg
2 nd	+15kg
3 rd	+10Kg
4 th	- 10Kg
5 th	- 15Kg
6 th and below	-20Kg

- The above is subject to five or more starters
- If four starters 1st and 2nd only will be awarded + ballast unless 1st place ran with max ballast then 2nd will not be awarded + ballast, minus ballast still applies.
- If two or three starters only 1st will be awarded + ballast unless 1st place ran with max ballast then - ballast will apply to 2nd and 3rd -10kg and -15kg respectively.
- If only one starter, no + or - ballast will be awarded.
- Maximum equalization: 60kg Success Ballast. If this level is reached, the organizers reserve the right to impose other equalization methods.
- Ballast must be applied both + and - on a race by race basis, a bulletin will be issued after the first race for any adjustments to weights for the second race of the day.
- With the success ballast removed, the total weight of the car, without fuel, must be equal to or greater than the total of its original declared weight.
- No negative weights will be allowed.
- Success ballast must be carried in the car's passenger seat location and comply with Article 4.15.3 of the UAETC Technical regulations.
- Success ballast will only be reduced if a car starts the race (i.e. crossing the start line during the race).
- If a car is excluded from the results of a race no change will be made to the Success Ballast allocated to the car or its drivers.
- Competitors and entrants will be notified of any Success Ballast to be carried via a championship bulletin issued prior to the next event.

Appendix B. UAE Sportbike Championship

1. Officials:

- | | | | |
|-----|------------------------|---|-----------------|
| 1.1 | Championship Executive | : | Richa Mergulhao |
| 1.2 | Eligibility Scrutineer | : | TBN |
| 1.3 | Championship Stewards | : | TBN |
| | | | TBN |
| | | | TBN |

Any three of the above may constitute a Stewards' Panel of Enquiry

- | | | | |
|-----|-------------------|---|----------------------------------|
| 1.4 | Eligibility Panel | : | DAMC |
| | | | Nominee from UAEMC |
| | | | Technical Eligibility Scrutineer |

2. Point Scoring:

2.1 Points will be awarded on the following basis to the registered competitors who are classified finishers in each class based on the final results of each qualifying race;

1 st 25 points	6 th 10 points	11 th 5 points
2 nd 20 points	7 th 9 points	12 th 4 points
3 rd 16 points	8 th 8 points	13 th 3 points
4 th 13 points	9 th 7 points	14 th 2 points
5 th 11 points	10 th 6 points	1 point for all other finishers

2.2 Competitors shall count their results in the total number of races run in a season, less two which the competitor has to have been a starter; an exclusion or non-starter cannot be counted as a dropped race.

2.3 An eligible starter is someone who has crossed the start line during the race and is shown as done so on the official timing sheet.

2.4 An eligible finisher is someone who has crossed the Start/Finish timing loop on the track at the end of the race after the chequered flag has been shown.

2.5 Ties will be resolved in the following order;

- By considering in the best scoring events of the competitors concerned, the number of class wins.
- By considering in the best scoring events of the competitors concerned, the number of seconds in class and third in class and so on.
- By considering the placing in all events run.

Appendix C. NGK Racing Series Team Championship:

1. Officials:

- | | | | |
|------------|--|---|----------------------------------|
| 1.1 | Championship Executive | : | Richa Mergulhao |
| 1.2 | Eligibility Scrutineer | : | Terry Plant |
| 1.3 | Championship Stewards | : | TBN,TBN,TBN,TBN |
| | Any three of the above may constitute a Stewards' Panel of Enquiry | | |
| 1.4 | Eligibility Panel | : | (DAMC) |
| | | | Nominee from ATCUAE |
| | | | Technical Eligibility Scrutineer |

2. Point Scoring

- 2.1** Points will be awarded on the following basis to all competing teams (for classes 3, 4, 5 and 6) holding a Team/Entrants licence, if a team has more than one entry in a class only the highest placed car will be awarded points;

1st 10 points, 2nd 8 points, 3rd 6 points, 4th 5 points, 5th 4 points, 6th 3 points, 7th 2 points and 1 point for all other finishers. The last race of the season will carry double points and this will be advised via the Supplementary Regulations for that event.

Points scored by a team in different classes will be totalled separately towards the final placing. However a change of vehicle/driver within a class during the season will not affect the team points total.

- 2.2** Competitors shall count their results in the total number of races run in a season.
- 2.3** An eligible starter is someone who has crossed the start line during the race and is shown as done so on the official timing sheet.
- 2.4** An eligible finisher is someone who has crossed the finish timing loop at the end of the race after the chequered flag has been shown.
- 2.5** Ties will be resolved in the following order;
- d) By considering in the best scoring events of the competitors concerned, the number of class wins.
 - e) By considering in the best scoring events of the competitors concerned, the number of seconds in class and third in class and so on.
 - f) By considering the placing in all events run.