

GENERAL REGULATIONS 2017

The Championship History

The Dubai Kartdrome Endurance championship has been running since 2005 and has seen over 5000 drivers, over 800 teams, over 200 corporate teams and even teams from as far afield as Argentina have graced their presence on the World famous Dubai Kartdrome track, one of few in the world with a bridge and tunnel!

The championship is constantly evolving and the organizer's endeavor to make the racing close and as fair as possible by leveling the playing field. This gives new drivers/teams a competitive chance to compete against regular drivers/teams for top honors under similar guidelines and regulations that they would experience at the Sodi World Series Finals (SWS).

The General Regulations will remain unchanged throughout the 2017 Championship but there are changes since 2016 so ensure you read this document. 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. <http://www.sodiworldseries.com/>

1. Organization of the championship

Dubai Kartdrome will organize an Endurance Karting Championship which will be made up of a 4 round championship. These events will be private events run on a commercial 'arrive and drive' basis and open to entry by individuals and corporate groups using karts supplied by the organizers. This championship will be held on the 1.204km Dubai Autodrome Outdoor Karting track (the Kartdrome) at the following dates below:

2017 Championship dates are:

Round 1 – 12hr Race, 10th & 11th of February 2017

Round 2 – 600 lap Race, 28th & 29th April 2017

Round 3 – 700Kms Race, **Dates To Be Confirmed**

Round 4 – 24hr Race, **Dates to Be Confirmed**

(Dates may change in conjunction and with the approval of the Automobile Touring Club of the United Arab Emirate only.)

2. Entry Requirements and Categories

2a. - Entry Fees

Round 1 – 8,400 AED plus optional catering 250 per person

Round 2 – 7,800 AED plus optional catering 250 per person

Round 3 – 7,800 AED plus optional catering 250 per person

Round 4 – 15,500 AED plus optional catering 350 per person

Early bird Price 37,000 AED excluding catering (Needs to be paid prior to round 1)

2b. – Minimum Age

All participants must be 15 years or older on the day of the race and be the holder of a license that allows them to drive a car on public roads or the holder of a license which allows them to take part in competitive motor sport events. If driver is under 18, he or she must have an authorization in writing from a parent or guardian in order to participate.

2c. - PRO Ranking Category

For a team to be eligible for PRO Ranking it must consist of between 3 and 6 Drivers, with the exception of the annual 24hr, which will require a minimum of 4 drivers.

2d. - CORPORATE Ranking Category

For a team to be eligible for CORPORATE ranking it must consist of between 4 and 8 Drivers. All drivers must work for the company and provide labor card or employment visa. Corporate teams are allowed to have a team manager that is not employed by the company. All info must be submitted at the time of team entry no later than one week prior to the event.

2e. - NATIONS CUP Ranking Category

A team, PRO 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.

3. Equipment Required

On the grounds of safety, at all times 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 full face helmet, as a minimum to a standard suitable for use on public roads.
- (d) A pair of sport shoes that provide ankle cover.
- (e) A neck support collar is advisable.
- (f) A rib protector is advisable.

3a. Forbidden Equipment

- (a) Weighted seat inserts are prohibited but none weighted seat inserts are allowed but cannot be contributed to the 'driver weight (13b)'.
- (b) Weighted vest cannot be worn at weigh in to negate the need for section 13.c
- (c) Pits to Driver radio communications are not permitted however radio communication between pit crew is allowed.
- (d) GoPro or live feed video cameras are permitted on the kart but footage cannot be used as a submission of evidence against another team and or to dispute an official decision.

4. Entry Confirmation

Entries will only be valid after:

- (a) The official entry form with all the drivers' details is submitted to the organizers fully completed.
- (b) Passport copy and photograph (original or JPEG scan) of all competitors is provided to organizers, one week before the event.
- (c) A down payment of 50% has been paid to Dubai Autodrome on first come first served basis. Until this down payment is received, the team entry is not confirmed. If the 100% payment is not received before the event, the team does not race!
- (d) The 50% balance of the entry fee is paid at least two weeks prior to the race event entered.

4a. Entry Cancellation

Should any entry be cancelled prior to three weeks in advance of an event then a full refund of the entry fee submitted will be made, less an administration fee of AED 200/-. In case of any cancellation of entry within three weeks of the event, the organizers will be entitled to retain the 50% down payment.

Should, for whatever reason, the organizers be forced to cancel an event then the event will be rescheduled and all entries received for it will automatically be transferred to the rescheduled event.

5. Hospitality

Optional hospitality will be provided to those teams whom wish to have an all-inclusive package. Hospitality has to be confirmed and paid in advance at the time of submitting the entry form.

Round 1, 2 & 3 – 250 AED per person

Round 4 – 350 AED per person

6. Karts & Technical Arrangements**6a. - Kart Specifications, alterations and set up:**

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

The performance of all karts is declared identical by the manufacturer and organiser; no claims will be accepted regarding the particular performance of a kart. Kart set-ups are identical and they are calibrated in order to make the fleet as homogenous as possible. No request for kart change or repair will be entertained prior to the race unless the kart cannot make a lap time of 1:18 or less.

From the end of qualifying and until the first pit stop Team/sponsor stickers are allowed only on the kart in the areas agreed by the organizers. No painting is allowed on any areas of the kart. Karts will be provided with sponsors branding and this must be present and visible at times during the events. Only fuel supplied by the organizers will be permitted to be used. No additives are allowed. Refueling must only take place in the area approved and nominated by the organizers. Only the refueling person can remove the fuel cap on the kart.

Mechanical repairs may only be made by the organizers' mechanics and must be carried out only in a technical area nominated by the organizers. Driver changes are not permitted in this area. It must be clearly understood that no modifications whatsoever are allowed to be made to the karts. For the avoidance of doubt this also includes tire pressures, which will be set by the organizers with the aim to be identical for all karts.

6b. - Kart Rotation

Each time a team enters the pits, they must form up in a single file line of karts outside the designated kart change area. The driver is to get out of their kart, and await the front and rear number plates (Dubai Kartdrome mechanics will remove these once they receive the incoming kart and hand them over to the driver). The driver must take the kart at the front of the queue and the team must take this kart unconditionally until they enter the pits again where they will change the kart again. This applies to ALL pit entries in practice, qualifying and the race.

Prior to the first practice, karts will be given at random to the teams as per the race number drawn during registration.

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.

6c. – Kart Damage / Kart Replacement:

In case of accident or mechanical failure on track the driver must make his way safely to the pits with kart number and transponder where he will select a waiting kart by ballot. No compensation in time or laps will be given to teams whom experience mechanical failure. The way to the pits can only be made together with a track marshal.

6d. - Test Driver:

The organiser may use a test driver to check karts during the race, your team must give way to the test driver on track when possible.

6e. - Refueling

All karts will be refueled by the 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 refueling area.

6f. – Pit Lane Behavior

Teams coming into the Pit Lane for a driver change or drive through shall do it without deliberately stopping between the driver change and the kart change areas. Should any teams be found doing so, they will incur a penalty. There should be no overtaking or holding up other teams/karts in pit lane.

7. Drivers and Team Package

The following will be offered as part of the package to participants in each event:

- (a) Each team will be allocated a pit area.
- (b) Each team can arrange to have optional pit items. (Chairs, tables, beds)
- (c) An official program of the race will be issued. ½ a page per team will be used for presentation of team members, background and sponsors. All artwork (preferably .ai, .eps or .jpg high resolution format for pictures) must be received by the organizers no later than 3 weeks before the relevant event.

8. Teams & Drivers

A driver may only drive for one team during the event even if a team or sponsor enters multiple teams. Competitors found to be driving in more than one kart will receive action from the officials and both teams will be penalized.

Teams will not be permitted to employ, hire, or have a member of their team that has previously worked at the Dubai Kartdrome or has officiated in any Dubai Kartdrome event within the last 5 years, either officially or unofficially on the grounds of fair play to all other teams.

9. Driver Stint Limitations & Pit Stops

9a. – Maximum Driver Stint Time:

Driving stints will be limited to *the time mentioned in the supplementary regulations as Maximum Driver Stint Time*. A driver can take back to back stints if the total time of the stints are within this time.

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

9b. – Drivers Minimum Rest Time:

Once a driver change takes place the driver coming out may undertake a second or subsequent stint, but not within *(the time mentioned in the supplementary regulations as Drivers Minimum Rest Time)* of the driver previous stint having been completed. However - each driver/pilot must have waited the minimum rest time between stints *(the time mentioned in the supplementary regulations)*. Please note that the minimum pit time (3.30) counts towards the driver's stint time.

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 teams 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 at all times 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 200 AED. Any lost Arm Bands will be charged at 25 AED.

In case of an unexpected technical stop, the driver is expected to drive at walking speed, with a team member

walking in front of the kart. Teams will be allowed to change driver should the race include mandatory technical stop as specified in the supplementary regulations but will have to make the driver change only in the driver change area. It is forbidden for teams to overtake in the pit lane but should a team need to wait at PIT EXIT to reach the minimum 3.30 minutes pit time, they should pull to the left side of the pit lane before PIT EXIT and allow other karts to pass. Blocking tactics will be penalized.

9e. - Mandatory Pit Stops

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

9f. - Speed in the Pit Lane:

Every pit stop must last at least 3.30 minutes from PIT-IN to PIT-EXIT, with a team member walking in front of the kart. Karts traveling above walking speed will receive a penalty, as listed within Appendix 1.

9g. - Pit Lane Closure in last 30mins of race:

The Pit lane will be closed except for technical problems or penalties for the last 30minutes of the race or whereas stipulated in the supplementary regulations. This means driver changes, mandatory pit stops and fuel stops must be done before the last 30mins of the race and CAN NOT be done in the last 30minutes of the race.

10. Safety**10a. - General Safety:**

The organizers will ensure that circuit is safe and ambulance services are in place from the beginning of the free practice to the end of the race at each event. Any form of motor sport can be dangerous, despite the organizers taking all reasonable precautions. All participants will be required to sign official disclaimers accepting the inherent risks prior to their taking part in an event. By doing so they are signing an undertaking that they are not suffering from any medical condition, either permanent or temporary, which could affect prejudicially their normal control of the vehicle with regard to the speeds likely to be attained during events. The pit garages and pit lane will be a strictly non-smoking area. No person under the age of 15 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 at all times. Alcohol is forbidden in the Kartdrome.

Participants with long hair must ensure that it is fully enclosed by the crash helmet or secured in the race suit. Long hair trailing from bottom of the helmet will not be acceptable on the grounds of safety.

10b. – 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) The Team member holding the kart cannot step forward once the kart leaves the initial position at the start of the race. They can only hold the kart by the rear bumper and it's forbidden to touch any other part of the kart on the 30 seconds before the start of the race. Any infringement will result in a penalty for unsafe start.
- 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. - Yellow Flags:

Yellow flags will be waved or held by marshals before and at the scene of an accident or official on the circuit. Any driver not slowing for a yellow flag or overtaking under a yellow flag will receive a penalty for causing unnecessary danger to others.

10d. - Full Course Yellow / Safety Car:

In case of any incident on the track where a kart is stationary or safety of marshals is at risk, full course yellow will be displayed and the safety car deployed on track at the first opportunity. All karts must reduce speed dramatically and overtaking will not be allowed.

- Pit ENTRY will remain open during full course Yellow and Safety Car periods
- Pit EXIT will remain closed once the safety car reaches the point prescribed in the Supplementary Regulations. Pit Exit will only open as soon as it is safe and clear to do so

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



10e. - 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.

10f. - Red Flag Procedure

This is to indicate that the race has been SUSPENDED. Once the Red Flag is displayed all karts should proceed at **walking pace** to the start/finish line located on the main straight, lining up behind one another in a single file on the **right hand** side of the track. In some cases, there might be an incident, flood or obstruction on the main straight or corners leading onto the main straight, so drivers must obey the instructions of the officials and stop where directed. Once stopped, Drivers should leave the ballast weight in the kart, remove their DRIVER ID badge and leave this in the kart seat. **PARC FERME CONDITIONS APPLY.** The drivers may return to the pits but NOBODY, except race officials, are allowed on the track or near the karts.

Once the incident or rain conditions have been cleared/eased, karts will be arranged in order as per official timing count back of **1 LAP** prior to the Red Flag been shown. A countdown to resume the race under Safety Car will be announced and racing will start again only when the green flag is shown to the leading kart.

11. – Penalties and Protests

11a. - Penalties

The Penalty Box will be located on the infield of the track opposite to the start and finish podium. If a driver needs to serve a penalty for whatever reason, they must proceed from the track to the penalty box at walking speed. The penalty box is marked out by four orange cones and penalty marshal will only start the clock when the kart is stationary within the cones. Excessive speed in the penalty area will be classed as dangerous driving.

Penalties are logged and final once announced. For any explanation for penalties, the team captain can seek to discuss the penalty with the Clerk of the Course in the competitor's liaison office.

The driver or team may ask the penalty marshal what the penalty was incurred for but may not argue or negotiate with the marshal about the penalty. The team manager must communicate with the Clerk of the Course. The penalty marshal will start the clock only if the driver is calm and stationary.

Any decision that is deemed to be a dispute between two drivers or teams will be requested to attend the competitor's liaison office after the driver's stint. The Clerk of the Course will resolve the dispute and take the necessary actions against those team involved as he sees fit.

Whether the offending driver is still in his stint or not, it is the responsibility for the team to advise the driver

currently driving of the penalty and bring the driver in within 5 laps from the penalty being issued. This penalty will also be displayed to the driver at the START/FINISH marshal post.

During Qualifying, any team found to be in breach of any penalties will be demoted 10 grid positions for the start of the race.

During the race, your team may be penalized for any of the actions mention in Appendix 1 taken by the driver whilst on or off the track.

Should a team not comply with Penalties 5, 10, 12 or 14 and continue to race to the end ignoring a black flag, a 3 lap penalty will be deducted from the results after the end of the race!

The Clerk of the Course has the right to implement additional penalties should he see fit where a team has gained unfair advantage.

All official's rooms and timing room are off limits to competitors unless otherwise requested by officials to enter the room.

See penalty description in Appendix 1

11b. – Appeal and/or Protests:

There is no grounds for appeal or protest of any decision or result.

12. Driver's Behavior

The team manager will be responsible for the behavior of all his team, including drivers and any other associated personnel. Should there be a breach of the safety rules or any unsporting behavior on the race track, in the pits or in the paddock at events, the team concerned will be penalized at the absolute discretion of the organizers. The penalties at the organizers disposal will include stop/go and drive through penalties, time penalties and the suspension of the right of individual drivers or even complete teams to participate in the event or the right to participate in any other events promoted by the organizers in the future. Details of the flag signals to be used and the detailed race procedures will be given at the Driver's briefing for each event. Participants are reminded that by the very nature of this event, there will be speed differentials on the track and that patience and respect for their fellow competitors will be required. These are endurance events and short term advantage is therefore of limited benefit – REMEMBER – *"To finish first, first you have to finish!"*

13. Kart Weight/Driver Equalization

13a. - Driver Weight

All drivers will be weighed at the beginning of the event with racing gear and should wear suit, boots, rib protector, neck brace and helmet only. If they don't report for weigh in, they will not be eligible to drive. Minimum driver/pilot weight with above described race wear is 80Kgs and weighted seat inserts are prohibited but none weighted seat inserts are allowed but cannot be contributed to the 'driver weight'.

Note: Weighted vest cannot be worn at weigh in to negate the need for section 13.c

13b. - Weight Laps Bonus

In order to compensate the weight handicap for heavy drivers, the organizer will credit laps to the teams with an average weight over 80kgs. 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

85 to 87Kgs – Bonus Group 1 – 1 lap to be credited

87 to 90Kgs – Bonus Group 2 - 2 lap to be credited

90Kgs or Greater – Bonus Group 3 - 3 lap to be credited

This procedure will only start after 50% race distance has been completed.

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

Bonus laps for each Bonus Group will be mentioned at the Supplementary Regulations for each race.

13c. – Kart Ballast weights

If a driver is below the required 80Kgs minimum weight, they will be provided with kart ballast weight at the kart change area and checked against the driver ID card.

The weight denominations are Blue 1 x 10Kgs, Red 1 x 5Kgs, whilst the White and Yellow 1 x 2.5Kgs. The team is responsible for looking after and distributing the weights according to the driver weight and stints, and teams cannot take the weights back to the pit garages.

13d. – Driver Weight

Declared weight for each driver should always remain the same or more than the declared weight at the weigh in. However, Driver weight will change throughout the event and drivers are responsible for maintaining their declared weight at weigh in. In order to do this, driver must eat and drink to replace lost fluids and/or carry additional ballast weight to be declared at driver change.

13e. - 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 organisers at driver weigh in are the official scales.

14. Race and Championship Format and Classification

14a. - Race format:

Practice will be a maximum of 1 hour and every driver in each team must drive during the practice session unless given prior permission from the organisers.

Qualifying session will be a minimum of 10mins.

The race start will either be a standing start from the grid or Le Mans start with full tank of fuel.

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

14b. Championship Rankings

For a team to be considered as a same team entering more than one round of the Championship a team has to have two drivers that remain constant throughout the championship and the team must use the same name.

PRO Ranking:

The Championship Classification will be produced by an addition of the points collected by each team on 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.

Corporate Ranking:

Corporate Teams will be considered as those gathering drivers from the same company only. Teams wishing to enter as a Corporate Team will need to submit all drivers' labor cards when registering in advance. Corporate teams are allowed to 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 into the Nations Cup Ranking. If a team has more than one team in a race, it may only submit one of its teams into 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 (except in front of the officials 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 1000 AED 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, PRO, CORPORATE and NATIONS CUP.

Championship trophies for the 4 rounds of the championship will be presented for 1st, 2nd & 3rd position of the championship for PRO, CORPORATE & 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 whom have not competed in the endurance championship at the Kartdrome with 3 years will be eligible.

15c. –Spirit of the Event Trophy

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

15d. - Prizes:

The championship winner from the PRO Ranking will gain free entrance to a 24hr event at RKC Paris, France.

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 800Karting.
- (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.
- (d) Any written instructions issued by the organizers for any event and the instructions issued at the drivers briefing for each event will carry the same force as these regulations.
- (e) If any participant is not clear about any particular element of the regulations or the operation of the events, they are encouraged to seek clarification from the organizers in advance of the event or at the drivers briefing.
- (f) The organizers reserve the right to modify these regulations at any time at their discretion, in the interest of safe and fair competition.
- (g) The organizers will publish a list of officials for each event. These officials will have the right to exercise the powers laid down in these regulations as they see fit, in the interest of safe and fair competition.
- (h) Any attempt to interfere with the timing equipment or opposing competitor, karts will be penalized by the organizers.
- (i) In all matters regarding the running of events and the Championship, the organizers decision is final.

APPENDIX 1

Penalty No	Description	Penalty
1	<i>Crossing white lines</i>	10 Seconds Stop and Go
2	<i>Yellow Zone Infringements</i>	10 Seconds Stop and Go
3	<i>Under Pit Time Duration</i> Up to 5 seconds 5 to 10 seconds 10 to 20 seconds 20 seconds or more	20 Seconds Stop and Go 40 Seconds Stop and Go 60 Seconds Stop and Go 2 Minute Stop and Go
4	<i>Using tinted or smoked visor at night. Helmet not fastened or long hair hanging dangerously out of helmet/suit.</i>	Inform Driver Change in Penalty Box to make driver change and if driver continues for more than 3 laps, 1 Minute Stop and Go
5	<i>Excessive blocking or weaving</i>	30 Second Stop and Go
6	<i>Not complying to driver stint time limit</i> Up to 2 minutes' over Above 2 minutes over	30 seconds Stop and Go 3 laps removed
7	<i>Bumping / Contact – No Advantage Gained</i> <i>Bumping / Contact – Advantage Gained</i>	Warning Flag or 10 Seconds Stop and Go 30 Second Stop and Go
8	<i>Speeding in Pit & Ignoring yellow flag</i>	1 Minute Stop and Go
9	<i>Making driver change, pit stop or fuel stop within last 30mins of the race.</i>	2 Minute Stop and Go, or 2 laps deducted at the end of the race
10	<i>Not complying with minimum drive time per driver</i>	2 Minute Stop and Go, or 2 laps deducted at the end of the race
11	<i>Ignoring a black flag</i>	2 Lap penalty will be deducted by the timekeeper
12	<i>Not complying with minimum pit stops</i>	4 Laps per missed pit stop will be deducted by the timekeeper at the end of the race
13	<i>Unsportsmanlike conduct to other drivers, officials or organizers</i>	Minimum 1 minute Stop and Go, or discretion of the official
14	<i>Driver Underweight</i>	2 Lap deducted by timekeeper for each driver or driving stint underweight
15	<i>Not Complying Minimum rest time between stints</i>	1 minutes stop and go and immediate driver change
16	<i>Using Pits to Driver radio communication</i>	2 Lap penalty will be deducted by the timekeeper
17	<i>Falsifying kart performance to organizers in order to change kart</i>	2 Lap penalty will be deducted by the timekeeper
18	<i>Late or missing Driver's Briefing</i>	Possible ban from race or 200aed Fine + possible restriction on driving until a time set by Clerk of the Course
19	<i>Dangerous driving</i>	1 Minute Stop and Go
20	<i>Offensive Language, Accusations verbal or written or through any form of media; or any such behavior deems to be bringing the championship or sport into disrepute</i>	Exclusion from the championship
21	<i>Unsafe Start or poor conduct in pit lane</i>	Up to 30 seconds Stop and Go

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

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