



1.1 Title & Jurisdiction

1.1.1. The Al Masood National Motorcycle Championships are organised and promoted by Ducati UAE, while being administered by Dubai Autodrome Motor Sports Club (DAMC) in accordance with the requirements of the Automobile & Touring Club of the United Arab Emirates (ATCUAE) (incorporating the provisions of the International Sporting Code of the FIA and FIM) and these Championship Regulations and any further Championship bulletins or event Supplementary Regulations issued officially by Ducati UAE. From here on out Ducati UAE will be referred to as the Organiser.

1.1.2. The contact details for any further information, queries or to register an interest in competing in the Championship are as follows:

Ducati UAE
Dubai Autodrome
Grandstand unit 1 and 2
PO Box 123906
Dubai
UAE
Telephone: +971 44478138
Mail: administration@ducati.ae

1.2 Competitor Eligibility

1.2.1 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.

1.2.2 Entrants/Competitors must surrender an appropriate competition licence for checking at signing-on for each event.

1.2.3 Those holding competition licenses issued by the ATCUAE may only compete in events sanctioned by the ATCUAE, or in the case of events outside of the UAE, those under the jurisdiction of another FIM affiliated federation.

1.2.4 Please keep in mind that all licenses issued throughout the year expire on 31 December and the ATC do not issue temporary/single event/one day licenses.



1.2.5 All licence applications must contain the following:

- Completed and signed application form
- Passport style photo
- Valid passport copy
- Valid UAE residential visa copy (If not a GCC National)
- Depending on the applicant, you may require a medical certificate (details supplied in relevant application form).

1.2.6 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.

1.3 Registration

1.3.1 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 Ducati UAE Administration Secretary (administration@ducati.ae) along with any documents required under the Championship Technical regulations, accompanied with the Championship Registration Fee (1,750 AED/race or 9,000 AED for the season). Any change of Competitor name or Vehicle will require completing a separate form.

1.3.2 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 (**NB: Start permission to be acquired from license issuer for non UAE license holders**).

1.3.3 Competitors from outside the "MENA Zone" can compete but are not eligible to score points.

1.3.4 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 The organiser reserves the right to refuse registrations or impose any conditions upon registration at their absolute discretion.



1.4 Championship Events

- 1.4.1 The Championship will be contested over a scheduled 12 rounds at six race events. All events will take place at the Dubai Autodrome and will be scheduled as per the national racing calendar issued by the Dubai Autodrome, and approved by the ATCUAE.
- 1.4.2 All competitors will be responsible for submitting an entry form for each event and comply with the Supplementary Regulations issued by the organisers.
- 1.4.3 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.
- 1.4.4 The official bulletin board during the race events will be next to the Race Admin Entrance on the outside of the building.

1.5 Awards

- 1.5.1 All awards will be provided by the organiser.
- 1.5.2 **For each race;** Trophies to 1st in each Class, 2nd in each Class and 3rd in each class.
- 1.5.3 **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.
- 1.5.4 **Presentations;** All winners will be presented with their trophies 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.
- 1.5.5 **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.
- 1.5.6 **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 the organiser 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.
- 2.1.4 There will be **no refunds** if competitors withdraw LESS THAN 5 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 race day, the competitor concerned must apply (in writing) for approval of acceptance from the organiser.**
- 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 relevant championship race.



- 2.1.9 In the event of the entry being over-subscribed, DAMC will accept entries in the following order of priority;

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

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 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.

- 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 The grid for the first race will be formed by times set during qualifying practice. 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 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.



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- 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.

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.

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 from pit lane until forming up the grid to the start of the Green Flag lap(s) in the formation as according to the qualification/first race stipulated positions.
- 2.5.2 All races will have standing starts unless specified otherwise in the Supplementary Regulations. 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 strictly 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/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.
- 2.5.6 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 strictly prohibited.



- 2.5.7 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 using the National Flag.
- 2.5.8 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 motorcycle re-inspected and cleared by the Scrutineer.
- 2.5.9 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 Parc Fermé. The designated Parc Ferme area is directly behind the Technical Bay as illustrated in Appendix A.

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.

In the interval between stopping and restarting the race vehicles may return to the pit area for repairs. Non-runners at the time of stopping can restart from the pit lane behind those referred to above. 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.

2.6.3 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.

In the interval between stopping and restarting the race vehicles may NOT return to the pit area for repairs but need to proceed to Parc Ferme. Non-runners at the time of stopping can restart from the pit lane behind those referred to above. 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.



2.6.4 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 been completed, 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.

In general, no work may be carried out on the grid unless on grounds of safety and with the approval of the Clerk of the Course.

2.7 Safety Car Procedures

- 2.7.1 The Safety Car will be brought into operation at the sole decision of the Clerk of the Course.
- 2.7.2 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.
- 2.7.3 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.
- 2.7.4 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.
- 2.7.5 Flashing yellow lights may also be used at the start line and at other points around the circuit.
- 2.7.6 All competing motorcycles, 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 and maintaining the same speed as it. Overtaking or overlapping of any other competing motorcycle 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.
- 2.7.7 When ordered to do so by the Clerk of the Course, the observer in the Safety Car will wave past any motorcycles between the Safety Car and the race leader. These bikes will continue at reduced speed and without overtaking until they reach the line of bikes behind the Safety Car.
- 2.7.8 While the safety car is in operation, competing motorcycles may enter the pit lane, but may only re-join the track when signalled to do so and not when the safety car and the line of bikes following it are about to pass or are passing the pit exit. A motorcycle re-joining the track must proceed at an appropriate speed until it reaches the end of the line of motorcycles behind the Safety Car.



- 2.7.9 The Safety Car will remain in operation until at least the majority of competing motorcycles on the circuit are lined up behind it.
- 2.7.10 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 riders or impede the restart.
- 2.7.11 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 marshal's 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.
- 2.7.12 Any motorcycle being ridden unnecessarily slowly, erratically or which is deemed potentially dangerous to other riders at any time whilst the safety car is deployed will be reported to the Clerk of the Course. This will apply whether any such motorcycle is being ridden on the track, pit entry or the pit lane.

2.8 Timing Modules

- 2.8.1 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.
- 2.8.2 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.
- 2.8.3 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.
- 2.8.4 All competitors having preinstalled or permanent transponders fitted into their vehicles, must inform the organizers and register the transponders with timekeepers.

2.9 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.



2.10 Pit and Pit lane Safety

- 2.10.1 Entrants must comply with Circuit Management and DAMC Safety Regulations at all times.
- 2.10.2 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 motorcycles. 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.
- 2.10.3 Refuelling. This is only allowed in the fuel station or the pit garages. It is not envisaged that motorcycles be refuelled during practice sessions or races. Fire extinguishers must be easily accessible at all times.
- 2.10.4 Children under the age of 16 are NOT allowed in PIT Lane and Pit Garages.
- 2.10.5 All motorcycles returning to the Pit Garages must do so by being pushed backwards into the Pit Garage by their pit crew or themselves with the motorcycle in neutral and not ridden forward under its own power.
- 2.10.6 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.

2.11 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 of any 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 should be still worn at all times while on the circuit, until such time as the motorcycle is stationary in the pit lane/Parc Ferme.



All motorcycles 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.

2.12 Results

All practice timesheets, grids and race results are deemed to be provisional until all motorcycles are released by the 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	500 AED 100/km exceeded	Stop and Go or Drive Through
B - Overtaking under a yellow flag	Grid Penalty	Stop and Go or Drive Through
C - Overtaking under safety car conditions	Grid Penalty	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
I - Failure to supply correct documents at sign-on	500 AED	
J - Late arrival at drivers/riders briefing	500 AED	
K - Non attendance at drivers/riders briefing	1000 AED	
L - Physical or verbal abuse of an official	Exclusion	Exclusion
M - Failure to obey marshals or officials verbal instructions	Exclusion	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	Exclusion
P – 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
R – Non compliance with article 2.5.8 of the sporting regulations.	Back of the Grid	Exclusion
U – Non compliance with track limits after chequered flag		Drop in position in final results



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 motorcycles 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 motorcycle if data logging equipment is fitted, this includes the ECU. Purposely deleting data is prohibited.

Breaches of riding 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 riding 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.

Motorcycles 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/Scrutineer.

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 rider will be judged to have left the track if no part of the motorcycle remains in contact with the track.

Should a motorcycle leave the track for any reason and without prejudice to the paragraph below, the 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 motorcycle (such as leaving the track) may be subject to penalties.



3.2 Infringements of Technical Regulations

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

Minimum Penalty: Should a motorcycle be found ineligible after practice, but subsequently be approved before the race, the motorcycle 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 motorcycle is excluded from the results of the meeting will be subject to the following penalties:

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

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

3.3.2 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.

3.3.3 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.

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

3.3.5 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 Championship Commercial Undertakings

5.1. Introduction

- 5.1.1. The terms of the Commercial Undertakings form part of the contract between the organizers of the Championship and the competitor(s). Registration for and entry into the Championship 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 organizers. 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 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 organizers.
- 5.1.4. The Championship and Series 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 Championship organizers, 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 organizer'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 organizers who may require additional information.



- 5.2.3. Any competitors advised by the organizers that they are to carry on-board television camera, 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 Organizer and their nominated film production company.

- No other publicity material visible to an on-board camera 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 Organizers.

5.3. Advertising and Vehicle Livery

- 5.3.1. No alcohol or tobacco (or associated products) related advertising is permitted in any form in the Championships.
- 5.3.2. No advertising or statements on the race motorcycle or the Competitors' race suit is permitted to conflict with the Championship sponsors without written approval from the organizers.
- 5.3.3. No advertising or statements on the motorcycle, or team members, or on competitors' race suits 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.
- 5.3.4. All vehicles shall carry the Championship Sponsors' Livery and decaling requirements in the correct locations, without alteration and without interference.
- 5.3.5. Competitors' own race motorcycle livery is expected to meet the standards required by the organizers.
- 5.3.6. The organizers reserve the right to refuse entry into 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.
- 5.3.7. At the start of each event, practice, qualifying practice or race, the motorcycle 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. Promotional Activities

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

- Make race motorcycles available for display during race meetings.
- Make motorcycles available and/or competitors available in race suits on request for “meet the public” promotional opportunities during the race weekends or at other times during the season.

5.4.2. All Competitors required for Podium Presentations should attend without delay, at the place and time specified by the Organizers. Sponsors Caps as determined by the Championship Organizers 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.

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

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

5.5. Paddock Arrangements

5.5.1. The Pit Garage areas are intended to be working areas for the preparation of race motorcycles. 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/DAMC and comply at all times with the instructions of the relevant staff. Any support vehicle shall be parked where instructed by the organizers or their representatives.

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

5.5.3. There will be a speed limit of 20 km/h in the Paddock. The only movement of race motorcycles 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.

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

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



Environmental awareness

Please do not dispose of any oils/lubricants and fuels down storm water drains or any other drainage system. Ensure that these are put into appropriate containers and disposed of in the correct manner.

Please recognize that we all have a vital role to play in delivering a better quality of life and environment to everyone in the UAE.

5.6. Hospitality

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

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

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

5.7. Miscellaneous

5.7.1. Competitors agree to authorize the organizers to use and license the use of images and representatives of the motorcycles 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 Organizers.

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

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



6 Officials:

- 6.1 Championship Executive : Kyle Kumm (Ducati UAE)
- 6.2 Eligibility Scrutineer :TBA
- 6.3 Championship Stewards :TBA
- :TBA
- :TBA

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

- 6.4 Eligibility Panel : DAMC
- : Nominee from the organizer
- : Technical Eligibility Scrutineer

7 Point Scoring:

- 7.1 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

- 7.2 Competitors shall count their results in the total number of races run in a season.
- 7.3 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.
- 7.4 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.
- 7.5 Ties will be resolved in the following order;
 - a) By considering in the best scoring events of the competitors concerned, the number of class wins.
 - b) By considering in the best scoring events of the competitors concerned, the number of seconds in class and third in class and so on.
 - c) By considering the placing in all events run.



8 Insurance

- 8.1.1 Accidents will happen and chances are high that you will be injured at some stage during your motorsports career. This could be anything from a sprained ankle to a fatality. It is therefore important to ensure that you have adequate medical insurance in place to cover any possible expenses that may occur.
- 8.1.2 Please also take the time to familiarise yourself with the following documentation from the ATC:
- 8.1.3 <http://motorsportknowledgeinstitute.org/wp-content/uploads/2016/MKI-Competitors-Handbook-Print-Ready.pdf>
- 8.1.4 In the event of an accident, it is the responsibility of the licence holder where applicable to settle all medical bills first and then contact Matthew at ATC (matthew@atcuae.ae) to obtain a claim form. Claims will be sent to the Insurance provider with the relevant hospital documentation to assess which part of the policy is covered under the terms and conditions. The insurance policy provided by the ATC exceeds the minimum requirement set by the FIA and FIM.

9 Anti Doping

- 9.1.1 The FIA/CIK and FIM are both affiliated to the International Olympic Committee, and therefore operate within the code of the World Anti-Doping Agency (WADA).
- 9.1.2 A full list of banned substances in sport can be downloaded easily from Internet sources and can be obtained from your National Sporting Authority. It is the responsibility of the competitor to know what can and can't be ingested or used, not the ASN or governing body. Always consult your doctor if you are unsure.

9.1.3 Over the Counter Medication

So you have a cold? Can you race this weekend? Not if you took a decongestant as it is likely a stimulant and would be a banned substance. Cold and flu medications may also have old anti-histamines to provide night-time sedation. Would you be fit to react to an incident in front of you on the track if you took it last night?

9.1.4 Supplements

More and more people are supplementing their workout regimes with pills and powders. Some things considered 'natural' and safe may actually have steroid metabolites and large amounts of caffeine in them. Additionally, very high protein content may alter your fluid balance and may cause suspicion of diuretic use if tested.



9.1.5 Therapeutic Use Exemptions (TUE)

Let's say you need an inhaler for mild asthma or you are taking a medication for blood pressure control, it may not be banned or simple use may mean that the level is acceptable. If so, obtain a TUE. Tell your medical panel at your ASN/FMN ahead of an event. So long as it is a safe, not a banned product and the underlying condition does not stop you racing safely, you should be able to get a TUE. A TUE can be issued right up to the start of an event by the CMO.

9.1.6 FIA Race True / FIM Ride Clean

The governing bodies of world motor sport both have campaigns to ensure that competitors know what they can and can't take where drugs are concerned. Some local and national sporting authorities insist that competitors go through a short course and have proof before a racing license is issued. Take this seriously and learn properly about medications. Remember, you can, and will, be subjected to random drug screening at some point in your career.

Automobile & Touring Club of the United Arab Emirates



10. Protests, Appeals and Court Procedures

10.1.1. 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.

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 takes 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.

The offences are:

- Reckless or dangerous riding in the course of a meeting.
- Careless riding in the course of a meeting.
- Riding in a manner not compatible with general safety.

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

10.1.3. 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.

10.1.4. Any motorcycle that is classified a non-finisher is not eligible to be protested.

10.1.5. On any National status event under the permit of the ATCUAE, the procedure for protesting a decision will remain the same. The protest must be:

- Written and dated
- Addressed to the Clerk of the Course of the race meeting
- Lodged within 30 minutes of the publication of the official results
- Accompanied by the stated protest fee (2,500 AED).

10.1.6. All protests will be investigated by the Stewards of the race meeting. When a protest is successful for a competitor, their fee will be returned to them, but if their protest is unsuccessful, they will forfeit their payment.

10.1.7. In the event that a competitor's protest is unsuccessful, it is the responsibility of the Stewards of the race meeting to inform the competitor of their right to appeal and the correct procedure for doing so.

10.1.8. Should a competitor wish to appeal, they must inform the Stewards of the race meeting immediately of their intention to do so in writing. The Steward must immediately send all of the relevant documentation to the ATCUAE (matthew@atcuae.ae).



10.1.9. In order to appeal the result of a National status event, the competitor must send their grounds of appeal, along with the mandatory National appeal fee of 5,000 AED to the ATCUAE within 72 hours of the event.

10.1.9.1. A competitor may only lodge an appeal following an unsuccessful protest on the event. If the competitor fails to first follow the protest procedure, they will forfeit their right to an appeal.

10.1.9.2. If any protest/appeal requires the dismantling and re-assembling of different parts of the motorcycle, the claimant must pay an additional deposit of 10,000 AED for each part if the protest involves a clearly defined part of the motorcycle.

10.1.10. If the appeal is successful, the competitor will be refunded the appeal fee.

11 ATCUAE National Court of Appeal

11.1 In the event of an appeal, a three person court will be appointed by the ATCUAE to hear the case. At least one member of the court will be a member of the ATCUAE and the other member of the court must be an independent party, unrelated to the ATCUAE, event promoter or event host/venue.

11.2 Any person listed as an official of the event in question. Or with any connection to the case which may lead to a conflict in interests, is not permitted to sit on the court of appeals. One of the three persons will be appointed as the Chairman.

11.3 When the Chairman of the Court has been, he shall immediately:

- Notify the parties concerned, setting out the details of the alleged breach(es) of the rules and the penalties that may be imposed.
- Send all parties copies of any relevant reports, documents and the identity of any witnesses.

11.4 Depending on the nature of the case, it is at the courts discretion on how to convene, but the appellant party, as well as any other party who would be affected by the decision must be given the chance to be heard. Within one week of the court hearing, the appellant will be informed of the decision of the court.

11.5 The UAE National Court of Appeals has final jurisdiction in all cases and its decisions cannot be changed or appealed to a higher authority.

12 ATCUAE National Court Disciplinary Court

12.1 In the event of a person being reported to the ATCUAE for a breach of the Code of Conduct, the ATCUAE may elect to bring the case in front of their National Disciplinary Court of consideration and if need be, action.



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- 12.2 The National Disciplinary Court must follow the same procedure as that of the National Court of Appeals, but only convenes for Code of Conduct violations.

APPENDIX: A

