EMIRATES SCHOOLS KARTING CHAMPIONSHIP
CHAMPIONSHIP REGULATIONS 2019/20 V2

Under the Patronage of H.E Dr. Mohammed Ahmed Ben Sulayem, President of the Emirates Motorsports Organization and Vice President of the Federation Internationale de l'Automobile (FIA), and Dubai Autodrome L.L.C. launched the Emirates School Karting Championship (ESKC) in 2014. The ESKC is open to all schools within the U.A.E. and races will be held at Dubai Kartdrome.

The ESKC is designed to provide schools and colleges students across the Emirates the platform to participate in competitive kart racing, whether as part of the school's sports curriculum or as an afterschool activity. It is open to students of all karting abilities. The ESKC aims to encourage students to adopt and learn new skill sets, which will help them later in life while at the same time to enjoy the competitive fun:

- **Team Work**
- **Management Skills**
- **Leadership Skills**
- **Organizational Skills**
- **Strategy**
- **Accuracy**
- **Observational skills**
- **Tactical planning**
- **Listening & Reading Skills**

CHAMPIONSHIP CIRCUIT
The **2019/20** ESKC will be organised and hosted by Dubai Kartdrome.

REGULATIONS
The final text of these Sporting Regulations shall be the English Version, which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of the regulations. Arabic Regulations will also be issued to Arabic schools but for the avoidance of language translation misinterpretation the English Regulations will be followed.

1.0   GENERAL ADMINISTRATION
All race events will be organized and administrated by Dubai Autodrome, in accordance with the ESKC regulations, information on which can be found herewith at: www.eskc.co

2   INFORMATION SPECIFIC TO THE CHAMPIONSHIP ORGANISER
2.1   The Organiser's official contact details are:

Jonelyn Camba
Dubai Autodrome, P.O.Box 57331
DUBAI - U.A.E
Phone 04-8062207   Fax: +971 43678750

Email: jonelync@dubaiautodrome.com
Web: www.eskc.co

2.2   EVENT DATES

The Dubai Autodrome will propose dates for events throughout **2019/20**. Dates of the race events will be posted on the official website (see Section 2.1).

2.3   CHAMPIONSHIP FORMAT

2.3.1   Overview

There will be two categories for the ESKC Championship, which will run separately;

a) **Junior ESKC**
b) **Senior ESKC**

2.3.2   The Junior ESKC Championship consists of Four **SPRINT** Events
The Senior ESKC Championship will consists of Four **ENDURANCE** Events

2.3.3   JUNIOR ESKC FORMAT

Each team will compete in 4 x ESKC events. Each ESKC event will comprise of 4 x sprint races.
An ESKC event will consist of the following:

- Team captain and drivers sign-on
- Drivers weigh-in
- Drivers briefing
- Practice/Qualifying **30 minutes**
- 4 x race heats
- Awards presentation

2.3.4   SENIOR ESKC FORMAT

Each team will compete in Four **x 1.15min** hour Endurance race events. An ESKC event will consist of the following:

- Team captain and drivers sign-on
- Kart draw
- Team drivers weigh-in
- Drivers briefing
- Practice and Qualifying combined **30 minutes**
- Endurance Race **1.15 hour**
- Awards presentation

2.3.5   Each ESKC event will be undertaken according to the rules and practices set out by Dubai Kartdrome. Dubai Kartdrome will outline in their drivers briefing any specific rules and/or operation procedures they have.

2.3.6   Any additional changes to the regulations, rules or practices will be published through a 'Bulletin'.

2.4   ESKC Organisers reserve the right to alter both the Championship Format and Entry Criteria, as Annex A to these Sporting Regulations, should the number of Team Entries be less than 22 teams.
(Annex A can be found at the end of these regulations)

2.5   ENTRIES
To be eligible to enter a race event under these regulations, each competing team, must have registered at: www.eskc.co

2.5.1   Entry Criteria
Every team driver must have successfully completed in a minimum of 2 x Arrive and Drive sessions at the Dubai Kartdrome, prior to their first ESKC event. Dubai Kartdrome will require you to register; this is a common practice and also assists the circuit to monitor the amount of sessions you have completed. Should the situation arise during the season, that a team requires a replacement driver, the said replacement driver must have also complete 2 x Arrive and Drive sessions in advance of the race date at Dubai Kartdrome.

a) **Junior ESKC Drivers** - can complete their required minimum of 2 x Arrive and Drive sessions at the Indoor Kartdrome Venue.
b) **Senior ESKC Teams** must complete their two Arrive and Drive sessions on the Outdoor Kartdrome circuit. Should any team member be under the age of 13, but meet the requirements of **Regulations 2.6 and 2.7** – they must contact the Organiser detailed in **Regulation 2**, so that an ESKC Driver ID badge can be issued. This ESKC ID badge must be presented to the Kartdrome' s reception team, each and every time any driver under the age of 13 wishes to practice for the ESKC at Dubai Kartdrome' s Outdoor venue.

2.5.2   Fees
The relevant entry fee for both Junior ESKC and Senior ESKC for the 2019/20 ESKC will be **AED 2,995 inclusive of 5% VAT.** This covers the team for all FOUR Rounds. For teams qualifying for ESKC Grand Final, please refer to regulation 2.11.1

This is payable to Dubai Autodrome LLC online at:
a. Payment link provided by rowenaa@dubaiautodrome.com
b. By cheque to 'DUBAI AUTODROME LLC'
c. By Bank transfer to :

> **Account name: Dubai Autodrome LLC**
> **Account no.: 1011157693601**
> **Bank name: Emirates Bank, Main Branch**
> **Dubai, UAE**
> **IBAN No : AE780260001011157693601**
> **Swift code: EBILAEAD**

2.5.3 Entry Process
ESKC Teams are to complete the following process to register as an entrant for a race event:
1. Visit the official website www.eskc.co and register your team.
2. Complete the ESKC entry form and pay the relevant fee to Dubai Autodrome (See 2.5.2)
3. Team entries are to be submitted to and received by the ESKC Organiser **14 days,** before the date of the first ESKC event.

2.5.4 Receipt
Any entry not accompanied by the relevant fee (see Section 2.5.2) shall be null and void. The organisers reserve the right to refuse entries submitted after the 14-day deadline, though late entries may be accepted at the sole discretion of the Organiser. Entries will be 100% secured only once entrants have received a confirmation email from the organisers.

2.5.5 Restriction
The organiser reserves the right to postpone or cancel a race event should they not receive a minimum of 10 team entries. In the event that there are more than 25 entries in a given category, the Organiser will endeavour to accommodate as many participants as possible based on kart availability. Should the Organiser be required to restrict the number of entries, then approved entries will be based on the date of entry submission (i.e. first come, first served basis). The Organiser also reserves the right to refuse any entry that would be against the spirit of the ESKC Races.

2.5.6 Entry Cancellation
a. Should any entry be cancelled prior to two weeks in advance of the first regional event, then a full refund of the entry fee submitted will be made, less an administration fee of AED 200/-.
b. Should any entry be cancelled within two weeks of the first regional event, then no refund will be given.

2.5.7
Should, for whatever reason, the organizers or partner circuits be forced to cancel an ESKC event, then the event will be rescheduled and all entries received for it will be automatically transferred to the replacement event.

2.6 Team Eligibility
2.6.1 All drivers in a team must be in full or part time attendance at the same school or college.
2.6.2 Drivers may only compete for one team at each race event. Drivers are not allowed to swap teams during an event.
2.6.3 Junior ESKC
Each team must be made up of a minimum of 2 and a maximum of 4 drivers.
2.6.4 Senior ESKC
Each team must be made up of a minimum of 2 and a maximum of 4 drivers.
2.6.5 Should there be a situation where teams from either the Junior or Senior category are missing drivers for an event, teams can refer to **Regulation 2.8.**

2.7   Driver Eligibility

2.7.1   a) Junior ESKC Drivers must be aged 7 years or older as of Round 1 of the ESKC Championship
b) Senior ESKC Driver must be aged 13 years or older as of Round 1 of the ESKC Championship

2.7.2   Age Limits
Junior ESKC upper age will be **13 years** old, provided the driver was **12 years old for Round 1**.
Senior ESKC upper age limit is **18 years** old (inclusive).
***However allowances will be made for those students whom are older but are retaking exams or repeating years.

2.7.3   The Organisers may consider special dispensation to drivers wishing to compete within the **SENIOR ESKC** but who are below the age of 13 years, provided they fit some of the following criteria, as approved by the organiser:
a)   They participated in the 2019/20 ESKC Senior Championship
b)   They meet the height requirement of 1m 57, as mentioned in Regulation 2.7.7
b)   They hold a current ATC Competition license.
c)   They have a record of completing 1 season of kart racing in the UAE.

2.7.4   Anyone wishing to compete over the age of 19, must contact the ESKC Manager for permission.

2.7.5   License Holders
Only one driver per ESKC team may hold a national sporting association of the FIA. At the start of the ESKC Championship, ESKC Management will verify with the UAE ATC, whether competitors have a competition license or not. **(This applies to both Junior and Senior ESKC teams).**

A team is permitted to have more than one driver with a racing license within their team, provided;
a)   The teams Second licensed holder passes their test during the course of the Relevant ESKC Category Season
b)   The teams second licensed holder has passed their ARKS test within 1 month prior to round 1 of their Relevant ESKC Category

2.7.6   A parent, guardian or school representative must accompany drivers under the age of 18. A member of staff may act as the guardian for all drivers under the age of 18. In such circumstances, written permission and a signed disclaimer must have been sought from the legal parent/guardian of each child. The disclaimer will be provided by the regional circuit and must be completed prior to participating within the ESKC. It is up to the school to have written record of this permission.

2.7.7   Height Requirements
a) All Junior ESKC drivers must be at least 1.25m in height (with shoes on).
b) All Senior ESKC drivers must be at least 1.57m tall in height (with shoes on).
c) Any driver that does not meet the minimum height stipulates above for each category, will be refused permission to participate and no refund will be given.

2.7.8 All drivers must have completed in a minimum of 2 x 15 minutes Arrive and Drive sessions, in advance of their first ESKC event and must prove they can safely operate all of the kart controls.

2.7.9 All entrants must ID to verify their ages upon registration.

2.8   MISSING/SUBSTITUE DRIVERS

2.8.1 If a team cannot achieve the minimum number of drivers stipulated in Regulate **2.6.3** and **2.6.4**, then the hosting circuit and the ESKC must be informed <u>before</u> the event and penalty will apply as per the penalties listed in **Regulation 5**.

2.8.2 To avoid a penalty mentioned in **Regulation 2.8.1**, the team may either:
   a)   Move a driver into their team, from one of their other teams, from the same school (If they have entered more than one team from the same school) in order to replace the missing driver.
   b)   Replace with a new driver provided he has complied with **Regulations 2.5.1 & 2.7**
   c)   Teams are <u>not</u> allowed to remove a driver from the team once the season has started, unless there are exceptional circumstances. The ESKC promotes fair play and team work. Should such a situation arise, teams need to inform the ESKC Director of the situation.
   d)   Drivers can only change/move teams once the season has started under exceptional circumstances and <u>only</u> with the permission of the ESKC Race Director.
   e)   *SINGLE DRIVER entries*:
       Should any team fail to meet the minimum number of drivers, to ensure level and fair play, **Penalties #23 & #24** from **Regulation 2.8.1** will be applied by the ESKC Organisers.
   f)   If for any reason a team can only enter the full series with a Single driver, that team will only be eligible to score points for the **NOMAD Category,** after the respective penalties mentioned in Regulation 5 have been applied.

       ESKC team Single Driver: For teams to register for and score ESKC Championship points, ESKC teams must have the minimum number of drivers at all times. However, in the event of a situation where there is a missing driver from one of the rounds, Organisers will permit the ESKC team to still score points, after penalties applied, just ONCE during the championship. If any ESKC team has two or more rounds within the Championship with a Single Driver, that team will be moved into the Nomad Category.

2.8.3   Signing on
   a) All ESKC entrants must be accompanied by their parent/guardian/school representative at all times. The parent/guardian is to sign the disclaimer on the driver's behalf prior to the event and the drivers must present this at each partner circuit event.
   b) A parent, guardian or teacher can sign the whole team in at once, to save time and reduce the queue size.
   c) During Registration each driver will be issued a Driver ID Badge. A deposit of AED 25 will be required and this deposit will be returned when the badge is returned at the end of the day.

2.8.4   Kart Allocation
   a)   **Junior ESKC** – During signing on for an ESKC Event, a representative from each team will be called up by the Organizer, to draw <u>five</u> separate karts numbers from a ballot. These numbers correspond to the numbers on the go karts for practice/qualifying & <u>each</u> of the four sprint races. Teams will have 5 different karts for each session.

b) **Senior ESKC** - During signing on, there will be a draw to determine the team race number. A team representative from each team will be called up by the Organizer, to draw a kart number. The race number drawn will be the number corresponding to the number of the kart, which that team will use for the duration of the event.

2.8.5 Drivers weigh-in

All ESKC teams are to complete the weigh-in process before the drivers briefing. Each team driver who will participate in the event is to be weighed with all their safety equipment. (See Regulation 6).

Note: The Driver's Weight & ballast required will be written on the Driver's ID Badge

a) **Junior ESKC**

Each driver will be weighed. The minimum weight for each driver is **55Kg**. Drivers weighing in less than 55kg, will be required to add weight to the kart and this weight will be kept inside the weight box of the kart, for each race heat that driver races. See **Regulations 4.3 & 4.4** for ballasting requirements.

b) **Senior ESKC**

Each driver will be weighed. The minimum weight for each driver is 80kg. Driver's below this weight will be required to add weight to the kart during their respective stints. Teams with drivers of different weights will need to do weight changes themselves during driver changes. See Sections 4.2 & 4.3 for ballasting requirements.

2.8.6 Driver's Briefing

The driver's briefing is **MANDATORY**; drivers are to refer to each event timetable for the specific timing of the brief and **MUST** be accompanied by their parent/guardian or school representative. Drivers/teams or school representative showing up late at the driver's briefing will only be allowed to participate in the event at the discretion of the organisers or partner circuit. In the event of a driver not being permitted to participate, the driver's entry fee will not be reimbursed. **ANY** driver late for the brief will be penalised as the Penalties Section (Section 5) of these regulations.

2.8.7 Practice & Qualifying

a) Junior ESKC: The duration of the practice will be **30 minutes.** Each driver is required to do a minimum of **2 timed laps each**, during the official Practice & Qualifying combined. It is the responsibility of teams to signal their team mates to proceed back to the pit lane to change drivers.
* The official classified results from Practice/Qualifying – will determine the starting grid for Race 1

c) **Senior ESKC:** The duration of the practice and qualifying session will be **30 minutes**. The results of the qualifying session will determine the starting positions for Endurance Race, in terms of

d) best lap time classification. In the case of 2 drivers achieving identical best lap times, the organisers will revert to the second best lap time set by each individual in order to

e) determine priority, and so on. Each driver is required to do a minimum of **2 timed laps each**, during practice/qualifying.

2.8.8   Race Durations

a) Junior ESKC
Races held at the Outdoor Kartdrome: **10 Laps.** Parents, guardians, teachers and team managers must ensure drivers report to the Driver's Change Desk as soon as the previous race has started. The next driver must be fully suited up, with helmet on and ready to jump in a kart.

Junior Starting Grid Positions
Race 1 – starting order as per the official classification from *Practice/Qualifying*
Race 2 – starting order as per the official classification from Race 1
Race 3 – starting order as per the official classification from Race 2
Race 4 – starting order as per the official classification from Race 3

b) Senior ESKC
Race durations will be **75 minutes**. All drivers behind the team taking the chequered flag will be deemed to have finished the race regardless of the number of laps completed.

c) The fourth and final round of the Senior ESKC Championship will be 90 minutes, as per Regulation 2.12

2.8.9   ESKC Round Presentations:
Trophies will be presented to the top 3 teams after each ESKC event held by Dubai Kartdrome circuit, according to the official results. Prize winners are to ensure that race suits are worn and zipped up with collar closed, or wearing their school uniform.

A trophy will also be awarded to the driver who sets the fastest lap of the day.

2.9   Junior ESKC Sprint Events

2.9.1   Each driver must take part in at least one of the four races per event, as per the below:
a) **Teams with two drivers**: Each driver must take part in **two** races each.
b) **Teams with three drivers**: Must ensure that each driver takes part in at least **one** of the four races, with one nominated driver allowed to do only two races per event.
c) **Teams with four drivers per team**: Must ensure that each driver does one race each.

2.9.2   Each Junior ESKC team will be awarded finishing positions, as mentioned in **Regulation 2.11.5** for the official classified finishing positions of each of their drivers from the 4 races.

2.9.3   To determine the overall team results per ESKC Round, ESKC Organisers will calculate all of the points awarded to each of the team's drivers during Races 1 to 4 to establish the overall ranking and the top 3 podium finishers.

2.10   <u>Senior ESKC Endurance Events</u> (Regulation 2.10 applies to Senior ESKC teams only)

2.10.1 Each team must complete a minimum of 3 pit stops.

2.10.2 Each team must change driver during each of the teams 3 pit stops.   No 'double stints' (Back to back sessions) by the same driver will be permitted.

2.10.3 Each driver in the team must take part in the Endurance event, as per the below:
a) Each Driver must do a **minimum of 10 minutes** each during any given event.
b) The maximum stint time for any driver will be set at **25 minutes. Should a driver wish to do another stint, they must adhere to Regulation 2.10.5**
c) The maximum driving per driver, per event - will be **40minutes.**

2.10.4 **Driving Stint Duration This applies to SENIOR ESKC TEAMS Only:**

2.10.5   A driver may not undertake a second or subsequent stint, following a pit stop. They must change drivers and allow the replacement driver to complete a minimum of 1 flying lap. For example: the first driver enters the pits and the team changes driver. The second driver must then pass the start line twice. This comprises of an Out lap, one flying lap and then an In Lap, before the first driver can resume again.   Each driver must have driven throughout the event.

2.10.6   The first driver stint is regarded as when the first driver crosses the START LINE up to when the kart enters the pit lane and crosses the PIT-IN LOOP.

2.10.7 Subsequent driver stint times are calculated from <u>Driver IN to Driver IN</u> (Driver IN is that of when an incoming kart passes over the Pit lane entry Timing Loop)

2.10.8 **Driver Change**
All driver changes will happen in the driver change zone specified in the driver briefing by Dubai Kartdrome. Drivers need to report to the Driver Change Desk prior to starting their practice session or their stint in the race and at the end when they return to the Pit lane.

2.10.9 **Pit Duration**
A) Pit stop duration will be between the 2 cones at PIT-IN and the 2 cones marking PIT-EXIT. Minimum Pit duration time will be set at **1 minute & 30 Seconds**.
B) It is stipulated that when a kart is traveling in pit lane there should be a team member **WALKING** in front of the kart. Pit duration is calculated by the official timing system. Any karts found to be going under the **1.30** minute set time, will be penalised as per: **Regulation 5.**
C) It is forbidden for teams to overtake in the pit lane and blocking tactics will be penalized.
D) Should a team find itself ahead of time, before the PIT EXIT, they can pull over to the <u>LEFT HAND SIDE</u> of the pit lane and stop. But adhere to **Regulations: 2.10.9 B & C**

2.10.10 Mandatory Pit Stops

Each team will be required to have a minimum of **3 pit stops** during the event. All pit entries will count towards the minimum pit stop count.   Or if there is a technical issue with the kart this will be included as one of the mandatory pit stops.

2.10.11 Speed in the Pit Lane:

Karts traveling above WALKING speed will be deemed to be speeding and will receive a penalty. Each team must have a walker, walking in front of their kart, from driver change area, to pit exit.

2.11   POINTS SCORING

2.11.1 JUNIOR ESKC POINT SCORING (Sprint Format)

The organisers will keep track of each team's finishing results during the four heats, using the point system shown in **2.11.5**. Points will be awarded to each team for their official classified finishes from each heat of the four heats. The team with highest number of points is declared the winner of that ESKC Round.

2.11.2 At the conclusion of the four heats, should there be two teams tied on equal points on the overall rankings, the team who had the highest finish in any of the four heats will be classified ahead. Should there still be a tie, ESKC Organisers will determine the overall ranking of the event based on which team had the greater number of highest placings.

2.11.3 In the event there is still a tie with two teams, (ex: two teams both recorded 2 x P3 finishes and 2 x P4 finishes from the four heats) ESKC Organisers will determine the official ranking of the event according to the fastest lap time set during the event.

2.11.4 SENIOR ESKC POINT SCORING SYSTEM (Endurance Format)

ESKC Teams completing the same number of laps, will be classified in the order in which they cross the finish line and awarded points as below in Regulation 2.11.5

2.11.5 Both Junior and Senior ESKC teams will score points as specified below for each event they are registered for. Points will be allocated as per the point scoring system defined by the ESKC regulations and is defined as follows below:

The ESKC organisers will keep track of each team's finishing results during the ESKC Championship.   The point system below will be awarded for each race.   Championship standings will be available at: www.eskc.co

Position	Points Awarded		Position	Points Awarded
1st	34		17th	12
2nd	30		18th	11
3rd	27		19th	10
4th	25		20th	9
5th	24		21st	8
6th	23		22nd	7
7th	22		23rd	6
8th	21		24th	5
9th	20		25th	4
10th	19		26th	3
11th	18		27th	2
12th	17		28th	1
13th	16			
14th	15		Fastest Lap	2
15th	14			
16th	13			

2.11.6   Bonus Points
ESKC Organisers will also award 2 ESKC Championship points to the team that sets the fastest lap during the 'Race' (for both Juniors & Seniors).

2.11.7   The teams finishing position for each event will be worked out according to the official classified finishing results.

2.12   ESKC FINAL RACE ROUND 4 – Double Points

2.12.1   For the Round 4 of the ESKC Championships, for both Junior ESKC and Senior ESKC, points awarded will be double that mentioned in **Regulation 2.11.5**, with the exception of the points awarded for fastest Lap, which will remain at just **2 championship points**.

2.12.2   The format of the ESKC Grand Final event will be as detailed in Regulation 2.8, with the following exceptions:

2.12.3   For the final event of the Senior ESKC Team Championship (Round 4) the duration of the race detailed in Regulation 2.8.8 will be extended from 60 minutes to **90 minutes.**

2.12.4   For the final Senior ESKC event, the minimum amount of pit stops detailed in **Regulation 2.8.9** will be increased from **3 to 4 stops.**

2.12.5   Each driver in the team must take part in the Endurance event, as per the below:
  a) Each Driver must do a **minimum of 15 minutes** each for Round 4.
  b) The maximum stint time for any driver will be set at **30 minutes. Should a driver wish to do another stint, they must adhere to Regulation 2.10.5**
  c) The maximum driving per driver, per event - will be **50 minutes.**

2.12.7   CHAMIONSHIP AWARDS - The top three finishing teams at the conclusion of all four ESKC events, will be classified by the official results, will be titled the ESKC Championship winners First, Second and Third for 2017/18.

2.13   STARTING & RACE PROCEDURES
2.13.1   General
  Both Junior and Senior ESKC races will all be a standing start.

2.13.2   Pre-Grid
  (a) Junior ESKC teams
  Each team will take part in four sprint heats. Teams must designated a driver as per **Regulation 2.9.1**

  (b) Senior ESKC teams
  Aside from Qualifying/Practice, karts shall be lined up on the pre-grid or pit lane in a pre-determined order (based on qualifying, as stipulated in the event format). It is the team's driver responsibility to ensure that both he/she and their kart are in position on time.

2.13.3   Grid Positions
  Drivers should leave the pre-grid or pit lane when directed by the official. The field must stick together in 2 distinct lanes as per the positions on the pre-grid. It is the responsibility of the driver in pole position to set the pace, which should be steady and controlled.   Drivers are then requested to take their positions as directed on the starting grid.

2.13.4   Standing Race Start
  The race start will be indicated by the start line lights going out. In the event that the lights are inoperative, waiving of the UAE national flag or green flag by the start line marshal will indicate the start.

2.13.5   Jump Start
  A jump-start will be deemed to have occurred if a driver starts to move his/her kart before the start lights have gone out. A time penalty will be imposed by the organisers if any driver has deemed to have jumped the start of the race. The penalty will be applied to the race result.

2.13.6   Yellow Flags (Incident
  In the event of an incident during the race (spun kart, accident between 2 or more karts, circuit safety features require repair, etc.) yellow flags will be shown at marshal posts preceding and at the incident location. **ALL** drivers are to slow down, raise one arm to acknowledge the yellow flag and there is to be **NO** overtaking until karts have passed the incident in question, after which point drivers may resume racing. Any driver contravening this regulation will be awarded a 10 second time penalty and will be required to report to the organisers or partner circuit.

2.13.7 Race Stoppage – RED Flag

Should a race be stopped by the display of red flags, **ALL** drivers must **IMMEDIATELY** slow down and return to the start line and form a single line of karts, as indicated by the marshal. The following procedures shall apply:

a) If less than 50% race distance has been completed by the leader, the race will either be restarted as per Dubai Kartdrome's re-start procedure, running the remaining minutes left to go

before the red flag was issued. Or, abandoned, according to the specific circumstances of the red flag including the elapsed race time. This will be at the discretion of the Race Director.

b) If 50% race distance **or more** has been completed by the leader; the race will be deemed to have ended. The race 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 that are under their own power at the showing of the Red Flag will be classified.

2.13.8 Black Flag

Displayed with a kart number. The driver must return to the penalty box within **three laps** of receiving the signal and report to the penalty box time keeper. A penalty of exclusion may be enforced by display of black flag.

2.13.9 Warning Flag

Displayed with a kart number. It warns a driver that their behaviour is suspect and is being monitored, that they may be black flagged on further reports.

2.13.10 Mechanical Failure Flag

Displayed with a kart number. It notifies a driver of apparent mechanical failure or fire which may not be obvious to driver. The kart must return to pits on the **very next lap** for repairs.

2.13.11 Race Finish

The leading kart will take the chequered flag, followed by all other karts in the race. After receiving the chequered flag all karts must slow down, as if under yellow flag conditions and proceed directly to the pit lane.

2.13.12 To be classified as a finisher, the kart must cross the line with the driver correctly seated and the engine providing the motive power.

3   RACE CRAFT & SPORTING CONDUCT

3.1   Race Craft

The ESKC is a leisure karting race series, designed to encourage new and experienced student kart drivers, to participate in a fun series with a global audience. It is expected that there will be varying levels of experience at each and every race event. Therefore, more experienced drivers are required to set an example to less experienced drivers (ex: a quicker driver should race around a slower driver, not force them out of the way through contact).

3.2 Sporting Conduct

Karting is a non-contact motor sport. However, accidental contact does occur and will be accepted by the organisers or partner circuit. Deliberate contact or sporting conduct infringements will not be tolerated. The following actions will be penalised, as per the Penalties Section (Section 5) of these regulations.

3.2.1 Contact – No advantage gained

In the event of contact between two karts, but no advantage is gained; the driver causing the contact will receive a warning (indicated at the start line) for their driving standards. Repeat offenders will be deemed to be attempting to gain an advantage and penalised as per 3.2.2.

3.2.2 Contact – Advantage gained

Where deliberate contact is made and the driver making contact gains an advantage, that driver will be penalised at the end of the race as per the Penalties Section (Section 5) of these regulations.

3.2.3 White Line Infringements

The white lines of the circuit define the limits of the track. Any competitor who runs their kart outside of these lines is deemed as gaining an advantage. On the first offence the driver will be shown a warning flag by the start line marshal. Repeat offenders will be penalised as per the Penalties Section (Section 5) of these regulations.

FOR CLARITY: ESKC Officials will deem 2 wheels over the white lines acceptable, 4 wheels beyond the white line, including touching the white line is not acceptable.

3.2.4 Dangerous Driving

Any dangerous driving conduct will be severely penalised. Dangerous driving is defined as any of the following or variants of and will be penalised as per the Penalties Section (Section 5) of these regulations:

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

3.13.2 Code of Conduct

Karting is designed to be a fun sport and a community building activity. Any competitor, their parent or guardian, or any individual associated with a competitor, who acts/behaves in a manner contrary to the following will result in penalisation for that driver:

- All participants must play by the rules and respect all race officials and their decisions.
- All participants must respect the rights, dignity and value of their fellow participants regardless of gender, ability, physical appearance, cultural background or religion.
- All participants must take responsibility for their actions at all times.
- It is the responsibility of each team to ensure that their family, friends and associated parties are aware that their actions will result in penalisation for their team.
- Any disputes between participants should be resolved in a respectful and courteous manner. In the event that this is perceived not possible, the matter should be brought before the Clerk of the Course or the Organiser to mediate a resolution.
- Drugs and alcohol are strictly prohibited at all events. Consumption of such substances before or during a race event will result in the competitor being excluded and face further disciplinary action.
- Abusive comments on any social media platform (Facebook, Twitter etc.) or public forum are completely forbidden. Competitors and their associates are strongly advised to guard against participating in contentious, divisive or damaging conversations, either verbally or via these means.

4.0 Weight Limit

4.1 JUNIOR ESKC Teams

Junior ESKC drivers who fall below the minimum weight of 55kg will only have to carry a maximum of **15kg** in their kart's weight box. Ex: If a driver weighs 20kg, including all their safety gear, on the grounds of safety, the driver will only have to add a maximum of 15kg of weight ballast to the kart.

4.2 SENIOR ESKC Teams

Participating ESKC Teams must ensure that each of their Driver's weight **80kgs** including all their safety gear every time they go on track. The weight of the team's drivers will be checked prior to the Drivers Briefing and can be checked at any time thereafter during the race event. Any team found to be underweight will be penalised as per the Penalties Section (Section 5) of these regulations.

a) Weighted vest or lead weights of any kind cannot be worn at weigh-in to increase the declared weight at weigh in nor can they be used in the race unless under exceptional circumstances agreed with the Organiser prior to the race.

b) Senior ESKC team with drivers who fall below the minimum weight of 80kg will only have to carry a maximum of 30kg in their kart's weight box. Ex: Should a teams' average weight with full kit on be 40kgs, on the grounds of safety, the team will only have to add 30kg of weight ballast.

4.3   Kart Ballast weights

Should either a Junior or Senior ESKC team be below the required minimum driver or average team weight, they will be provided with ballast weight for the kart. Dubai Kartdrome staff can assist with adding and the removal of kart weights if required, assist with the adjustment of pedals and seat position. But it is each **team's responsibility** for ensuring that they place the correct amount of ballast in each and every kart they use during the event. Teams are not permitted to take any ballast weights away from the pit lane area. Any team not complying with this regulation will be penalised as per the Penalties Section (Regulation 5) of these regulations.

4.4   Kart Ballast weights (All Classes)

If a driver or team is below the required minimum weight they will be provided with ballast weight for the kart. The weight denominations are:

Blue	=	10 Kgs
Red	=	5 Kgs
Yellow	=	2.5 Kgs
White	=	2.5kgs

The driver is responsible for ensuring that they place the correct amount of ballast in each and every kart they use during the event. The driver is **ALSO** responsible for ensuring that they remove the ballast weights at the end of each element of the race event (Ex: qualifying, races etc.). Drivers are not permitted to take any ballast weights away from the pit lane area. Any driver not complying with this regulation will be penalised as per the Penalties Section (Section 5) of these regulations.

Note: Weighted seat inserts are prohibited but none weighted seat inserts, are allowed but cannot be contributed to the 'driver weight'.

4.5   Weighing Scales

The official weighing scales are classed as a Judge of Fact. Officials can check any teams group of driver's weights, at any moment during the course of the race event.

4.6   Numbers

Kart numbers will be allocated randomly to the karts by the organisers or partner cicuit prior to the race event.

4.7   KARTS

4.7.1   Kart Specification & Technical Rules

The organisers or partner circuit will provide karts of the same specifications and engine size for each race event. (Ex: Sodikart RX8 390cc 13.5 HP engines)

No modification or mechanical intervention will be allowed to the karts. Any participant, or associated individuals, found to have breached this regulation will result in the penalisation of the driver as per the Penalties Section (Section 5) of these regulations.

4.7.2 Replacement Karts

Participants will be allocated their karts in accordance with Section 2.4 of these regulations. A driver will be provided with a replacement kart in the event of a genuine mechanical failure not attributable to misuse of the kart. Karts will **NOT** be replaced if damage is caused as a result of deliberate contact between karts or as a result of the kart being misused by the driver.

a. If anything looks wrong with the kart, it is up to the Team Captain to inform a member of staff from the ESKC Organisers before the start of the race.

b. Please be aware that while Dubai Kartdrome does their upmost best to ensure all karts are equal and serviceable, kart malfunctions can happen from time to time. Please accept this as part of Motorsport. The hosting partner circuit and ESKC will do their best to make the championship a level playing field.

5. PENALTIES

The following penalties will be applied by the Clerk of the Course or the Organisers in the event of a specified infringement of these regulations:

Ser #	Infringement	Penalty
1	Late for Drivers Brief	Warning **OR** Grid Place Penalty
2	Jump Start	5 second penalty
3	Ignoring a YELLOW flag	10 second penalty
4	White Line Infringements	5 second penalty
5	Contact – no advantage gained	Warning flag **OR** Up to 5 second penalty
6	Contact – advantage gained	10 second penalty **OR** Up to 10 places for that race
7	Dangerous Driving	10 second penalty **OR** Up to 15 places **OR** Grid place penalty for next race **OR** Exclusion
8	Ignoring a RED flag	3 Lap Penalty
9	Breach of Code of Conduct	Exclusion from event
10	Senior ESKC Team underweight	3 Lap Penalty
11	Junior ESKC Team Driver underweight	Disqualified
12	Tampering or modification of a kart	Exclusion from event
13	No Pit Lane walker (Senior ESKC only)	5 second penalty
14	Impeding another team in the pit lane (Senior ESKC only)	30 sec Penalty
15	Failure to have the correct visor fitted after sunset	30 sec Penalty and driver will be given Technical Flag, so they can change visor in the pit lane and then resume their racing
16	***Under Pit Time Duration (Senior ESKC Only)*** Up to 5 seconds 5 to 10 seconds 10 to 20 seconds 20 seconds or more (Senior ESKC)	10 Seconds 20 Seconds 30 Seconds 1 Lap Penalty

17	Not complying with minimum drive time per driver per event (Senior ESKC) *Minimum is 10minutes per drivers for ESKC Rounds 1 to 3* *Round 4's minimum driver time per driver is 15minutes*	1 Minute Stop and Go, or 1 laps deducted at the end of the race
18	Exceeding the Maximum drive time per driver per event (Senior ESKC) *Maximum is 40minutes per driver for ESKC Rounds 1 to 3* *Round 4's maximum drive time per driver is 50 minutes*	1 Minute Stop and Go, or 2 laps deducted at the end of the race
19	Exceeding Maximum Stint time per driver (Senior ESKC) *Maximum is 25minutes per driver for ESKC Rounds 1 to 3* *Round 4's maximum Stint time per driver is 30 minutes.*	1 Minute Stop and Go, or 2 laps deducted at the end of the race
20	Not complying with minimum pit stops (Senior ESKC) *Three pit stops is required for ESKC Rounds 1 to 3* *Four pit stops is required for ESKC Round 4*	4 Laps per missed pit stop will be deducted by the timekeeper at the end of the race
21	Not Complying to Minimum rest time between stints (Senior ESKC) *1 flying Lap Required between driver changes*	1 minute stop and go and immediate driver change
22	*Junior ESKC team* in breach of **Regulation 2.9** (failing to meet the minimum or exceeding the maximum races per driver in the heats)	**Rounds 1 to 3**: 20 point reduction on the event's total. **Round 4**: 40 Point reduction on the event's total
23	*Senior ESKC Team* Failure to meet the minimum number of Drivers per team **(Regulation 2.6.4)**	Team will not be permitted to Race.
24	Ignoring a BLACK FLAG for more than 3 laps	3 Lap Penalty
25	Speeding in Pit Lane (faster than walking pace) *This can be applied for instances occurring in Practice, Qualifying & during Race* *ESKC JUNIOR* *ESKC SENIOR*	 10 Point Penalty from the day's total or back of the Grid for the race which they are due to start from the highest Grid Position 10 Second penalty or back of the Grid

5.1 All penalties will be applied firmly yet fairly to all participants; the organisers or partner circuit will investigate potential infringements with officials and drivers before application of penalties to the results. There will be no protests.

5.2 The host partner circuit decisions are final. No appeals will be heard with regards to any penalty imposed by the Organisers

5.3 I in exceptional circumstances, the ESKC Organisers, if it chooses to, will refer a decision to the EMSO.

5.4 Time Penalties
The Clerk of the course will imply time penalties, listed in **Regulation 5**, after the event.

5.5 Penalty Box
Should the Clerk of the Course wish to speak with a driver regarding their driving standards or any of the above penalties listed in **Regulation 5**, the Clerk of the Course will have the Start Line Marshal issue a black flag and teams must stop for their penalty, inside the designated Penalty box, within 3 Laps of receiving the black flag. Should a team receive their time penalty in the penalty box, then Regulation 5.4 will not apply.

6 SAFETY EQUIPMENT
Each participant **MUST** wear racing equipment: overalls, helmet, gloves and sport shoes as per the minimum standards of kart racing. The overalls, helmet and gloves can be provided by the partner circuit for each event. Drivers are permitted to wear neck braces and/or rib protectors that comply with CIK regulations. It is a requirement that clear visor to be worn after sunset or as instructed by the Organisers.

Note: Drivers using Dubai Kartdrome helmets must collect and return the helmets to the white shelving unit after each practice session or race heat. Helmets are not to be taken away from this area.

Note: Neck Braces are optional.

7 REGULATORY AMENDMENTS
ESKC organisers reserve the right to issue additional statements concerning these Rules and Regulations from time to time during the calendar year. All such statements will be issued to all registered competitors by way of Competitor Bulletins at race events and on the www.eskc.co website.

8 ADVERTISING ON KARTS, OVERALLS AND HELMETS
Competitors will not be allowed to place their own sponsors branding on the Kart without the express permission of the organiser, and should not be advertising other venues on their visors or helmets.

9 ON BOARD FOOTAGE/CAMERAS/GO PROs
Competitors must seek permission from the host circuit, before they mount cameras to their karts.

10.   REVISED ENTRY CRITERIA AND CHAMPIONSHIP FORMAT
In the event that the entry criteria of 22 registered teams for the ESKC Championship is not met, the ESKC organisers will revise both the Championship Format and Entry Criteria, for both Junior and Senior ESKC categories, as detailed in **ANNEX A.**

ANNEXES:

A. Alternate of ESKC Entry Criteria & Championship Format

ANNEX A TO
ESKC SPORTING REGULATIONS

ALTERNATE OF ESKC ENTRY CRITERIA & CHAMPIONSHIP FORMAT

A1   REVISED ENTRY CRITERIA AND CHAMPIONSHIP FORMAT
In the event that the entry criteria of 22 registered teams for the ESKC Championship is not met, the ESKC organisers will revise both the Championship Format and Entry Criteria, for both Junior and Senior ESKC categories, as detailed below.

A1.1   Introduction of the Nomad Challenge Class:
In the event that competitors are unable to secure a full team entry from their own school, the Organisers will permit team entries under the Nomad Challenge Class. Such teams are permitted to consist of drivers from different schools, providing they meet all other entry criteria as per Regulation 2.7.

A1.2   The regulations for the Nomad Challenge Class are exactly the same as the ESKC, with the following exceptions:

a) **Junior Nomad Challenge:** Teams status will be applicable to teams made up of **2 to 4** drivers from different schools.   However, the age requirement, height requirement and only one competition license holder criteria is still valid, as per Regulation 2.7.

b) **Senior Nomad Challenge:** Teams status will be applicable to teams made up of 2 to 4 drivers from different schools.   However, the age requirement, height requirement and only one competition license holder criteria is still valid, as per Regulation 2.7.

c) Although these teams will not be eligible for the ESKC title, they will have the **Nomad Challenge** title to compete for, both on a round-by-round basis and the overall **Nomad Challenge** winners award.

d) The entry fee for Nomad Challenge Teams will be as stipulated in **Regulation 2.5.2**

e) Teams with just 1 driver can enter the Nomad Challenge, but Penalties will apply as per Regulation 5

A2   REVISED CHAMPIONSHIP FORMAT

A2.1   Award Presentation for both ESKC & Nomad Challenge Teams:

At each ESKC Event, prizes will be presented to:
a) First Prize trophy to the overall winner on the day, regardless of class or category.

b) To the top 3 teams in both the ESKC Championship and Nomad Challenge classes, from both Junior and Senior categories, according to the official finishing results.

c) All prize winners are to ensure that race suits are worn and zipped up with collar closed or wearing their school uniform.

A2.2   The top 3 Nomad Challenge Teams from both Junior and Senior Categories, will be selected from the overall classifications of the event, where the highest placed Nomad Challenge on the day will be declared winners within the Nomad Challenge Class.

A2.3   The Top 3 ESKC Teams will be selected from the overall classifications of the event, where the highest placed ESKC Team on the day will be declared winners within the ESKC Team Class.

A2.4   Championship Award Presentation for both ESKC Teams & Nomad Challenge Teams:

a) Championship Points will be awarded to the official classified results from each round, as per **Regulation 2.11.6**, with each team being awarded points by class, not overall placings in the results (i.e. a Nomad competitor may finish 4th overall in the round but will be awarded maximum points if first in Nomad Challenge class)

b) Both ESKC & Nomad Challenge teams will be ranked by the total points awarded over the four rounds, with the top 3 teams being awarded Championship Trophies. In the event of ties, positions will be decided on a count back basis using highest placed finishes for each class. Further ties will be decided on second highest finishes and so on.