1 GENERAL SPORTING REGULATIONS UAEGT CHAMPIONSHIP

1.1 Title & Jurisdiction

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

The contact details for any further information, queries or to register an interest in competing in the Championship are as follows; DAMC, Dubai Autodrome LLC, PO Box 24649, Dubai, UAE . Telephone 04 367 8700, Fax number 04 367 8750, http://www.dubaiautodrome.com

1.2 Officials

1.2.1 Refer to Appendix A

1.3 Competitor Eligibility

1.3.1 Competitors must be valid DAMC members.

1.3.2 All personal licences entitle the holder to enter the vehicle in which he/she will personally take part in the event. Any other organisation, company, sponsor or person must obtain an ENTRANT'S LICENCE by making separate application to the ATC UAE. The entrant is the legal entity who is responsible for all acts and/or omissions of the competitor/ and any person connected with the entry. A competitor must ensure that any entrant is aware of this. The maximum number of words permitted in an Entrant's title is six. Only one Entrant's licence may be used in connection with an entry. An International Entrant's licence is valid for all events both inside and outside the UAE. A National Entrant's licence is valid for all events inside the UAE. Competitors who intend to use this licence internationally must advise the ATCUAE at the time of application

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

1.3.4 It is the competitor's responsibility to ensure that their vehicles comply with the conditions of eligibility and safety at all times during qualifying and racing for all UAE National Championships events.

1.4 Registration

1.4.1 All eligible Competitors and Teams must register for the championships in advance of participating in their first event by returning a fully completed Championship Registration Form to the DAMC Secretariat along with any documents required under the Championship Technical regulations accompanied with the Championship

Registration Fee. Any change of Competitor name or Vehicle will require completing a separate form.

1.4.2 Entries with an eligible driver, article 1.4.3, sharing with a non eligible driver will be subject to a 10 second pit stop penalty.

1.4.3 To be eligible to register for the Drivers Championship, competitors must be holders of a valid competition licence minimum National Grade, issued by the ATCUAE or an equivalent licence issued by an ASN of a GCC country with the correct start permission

1.4.4 Registered Competitors and Teams will count all awarded points earned.

1.4.5 The Championship and Team Registration Fee will be AED 2000 per entry and registrations will be accepted from publication of these championship regulations.

1.4.6 Any new Championship or Team registrations accepted after round four will not be eligible to score points.

1.4.7 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. Numbers using more than two digits will not be allocated.

1.4.8 DAMC reserves the right to refuse registrations or impose any conditions upon registration at their absolute discretion.

1.5 Championship Events

1.5.1 The UAEGT Championship will be contested over a scheduled 8 rounds at eight race events. All events will take place in the UAE and will be scheduled as per the national and international racing calendar issued by the ATCUAE.

1.5.2 Each event will feature one race. Details for each meeting will be clarified in advance by the issue of the Supplementary Regulations and/or an official Championship Bulletin.

1.5.3 All competitors will be responsible for submitting an entry form for each event and comply with the Supplementary Regulations issued by the organisers.

1.5.4 The organisers reserve the right to amend the calendar should circumstances dictate. In such circumstances all registered competitors will be notified by the issue of an official Championship Bulletin.

1.5.5 The official bulletin board during the race events will be located at the entrance of Race Administration building.

1.5.6 Dubai Autodrome website will be considered as an official bulletin board before and after the championship events

DUBAI AUTODROME MOTOR SPORTS CLUB

1.6 Point Scoring

1.6.1 Refer to Appendix A

1.7 Awards

1.7.1 All awards will be provided by DAMC.

1.7.2 **For each race;** Trophies to 1st in each Class, 2nd in each Class (subject to four starters in the class) and 3rd in each class (subject to ~~six~~ five starters in class).

1.7.3 **For the Drivers Championships;** Trophies to highest point scorer in each class.

1.7.4 **Team Award;** Trophies to highest point scorer in each class.

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

1.7.6 **Presentations;** All winners will be presented with their trophies at the time and location stated in the supplementary regulations of the event. Attendance is mandatory for award winning competitors. Any additional awards/bonuses may be distributed subsequently.

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

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

2.1 Entries

2.1.1 Entry forms are available from the Dubai Autodrome website: www.dubaiautodrome.com. Incorrect or incomplete entries are to be held in abeyance until they are complete and correct and the date of receipt for acceptance of entry purposes shall be the date on which the Secretary of the Meeting receives the missing or corrected information or fee.

2.1.2 There will be no refunds if competitors withdraw LESS THAN 14 days prior to any race meeting.

2.1.3 Any withdrawal of Entry or Driver/Car changes made after acceptance of any entry must be notified to the Secretary of the Meeting in writing. If Driver/Vehicle changes are made after publication of entry lists with Final Instructions the Competitor concerned must apply for approval of acceptance by the Stewards BEFORE Signing-On.

2.1.4 Reserves are to be nominated on the Final List of Entries published with Final Instructions or Amendment Sheet Bulletins. All Reserves will practice and replace withdrawn or retired entries. 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 cars being collected in the Official "Assembly Areas" they will be placed at the rear 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 car to start the GREEN FLAG LAP or last car 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.

Each vehicle will be weighed and its Horsepower tested by the DL1 at a venue nominated by the organisers after registration, but before their first race, to clarify the vehicles class. The Horsepower splits have been chosen by the DAMC to clarify the class structure of the races.

2.1.5 Each car must carry a fully functioning and recording DL1 in every practice and race session in the championship. Data cards must be supplied by the competitor and they will be randomly checked for compliance to the rules.

2.1.6 The DAMC will make the final positioning of the cars in their classes after the seasons' first qualifying session and these decisions will be final. The cars weight and horsepower will be randomly checked throughout the season and if changes are found, which would advantage the particular car after a race, that car may be excluded from the results.

2.1.7 Drivers may only compete in a single vehicle per race, regardless of class.

2.2 Championship Decals / Numbers

– See *Art 4.20.4* of the UAEGT Technical regulations.

2.3 Timing Modules / Data Loggers / Transponders

2.3.1 All competing vehicles must have fitted for all practice, qualifying and race sessions, a working Electronic Self Identification Module (Transponder) of a suitable type. Types of transponder are: AMB 260 Transponder, AMB Pro Transponder and AMB Driver ID Transponder. It is the responsibility of the competitor to supply and fit the module in a safe and appropriate position as recommended by the manufacturer.

2.3.2 Competitors or teams must not place any electronic timing equipment within five metres of the Official Timing Line (Control Line) or any other official timing line at any event or test session. Any such equipment placed within these areas will be removed.

2.3.3 It is also mandatory that all UAEGT Championship contenders have purchased a DL1 Data Logger. These must be fitted correctly, by following the manufactures guidelines.

2.4 Briefings

2.4.1 Organisers will notify competitors and managers of the times and locations for all Driver & Team Manager Championship Briefings in the Supplementary Regulations.

2.4.2 It is mandatory that all Competitors and Managers of the teams attend all briefings.

2.4.3 Should they not be able to attend they must notify the Championship Coordinator before hand. Failure to do so could result in a fine at the discretion of the Stewards.

2.5 Practice / Qualification

2.5.1 The minimum period of practice/qualifying will be 30 minutes per event whenever practicable.

2.5.2 Should any practice/qualifying 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.

2.5.3 Each driver should complete a minimum of 3 laps practice in the car to be raced and in the correct session, in order to qualify.

2.5.4 The Clerk of the Course/Stewards shall have the right to exclude any driver whose practice times or driving are considered to be unsatisfactory.

2.6 Races

2.6.1 The standard minimum scheduled duration shall be 60 Minutes whenever practicable but should any race 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.

2.7 Designation of the Circuit and Requirements

2.7.1 The events will take place in the UAE. The length of the circuit is according to the Track Licence. The courses will be run in the appropriate direction according to the Track License and will be closed to any other traffic during practice and during the race.

2.7.2 The number of cars on the circuit will be as per shown on the tracks license.

2.8 Starts

2.8.1 All UAEGT Championship starts will be a two by two and a ROLLING START.

2.8.2 The race start countdowns are to have a minimum elapsed period of 3 minutes from the time all cars are released to form up on the grid to the start of the Green flag Lap(s) in two by two formation with pole position on the same side as the inside of the first corner.

2.8.3 The minimum Countdown procedures/audible warnings sequence shall be:- ROLLING STARTS:-

1 minute to start of Green Flag/Pace Lap - Start Engines/Clear Grid.

30 Seconds - Visible and audible warning for start of Green Flag/Pace Lap.

2.8.4 The use of tyre heating/heat retention devices, tyre treatments and compounds is prohibited on the grid.

2.8.5 Any cars removed from the grid after the 1 minute stage or driven into pits on 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.

2.8.6 Any drivers unable to start the Green Flag/Pace lap or start are required to indicate their situation and any drivers unable to maintain grid positions on the Green Flag Lap to the extent that ALL other cars are ahead of them, may complete the Green Flag lap but MUST remain at the rear of the last row of the grid but ahead of any cars to be started from the pit lane or from a timed delay.

2.8.7 Excessive weaving to warm-up tyres - using more than 50% of the track width, and falling back in order to accelerate and practice starts, is prohibited.

2.8.8 The red lights will be switched on five seconds after the board is withdrawn. In the event of any starting lights failure the Starter will revert to use of the National Flag.

2.9 Race Stops

2.9.1 Any race can be stopped at the sole discretion of the Clerk of the Course by waving the Red flag at the Start/Finish line. Competitors will be warned that the race has been stopped by the simultaneous waving of the Red flag at all Flag Marshalling Posts.

2.9.2 Any race stopped before the leader has completed two laps will be declared a "No Contest" and available vehicles will restart from their original grid positions. **Only vehicles** which are under their own power at the showing of the Red Flag will be allowed to restart.

2.9.3 Any race stopped after the leader has completed more than two laps but less than 75 % of its duration will be considered as the first part of a two part race. Vehicles will be restarted from a grid set out in the finishing order, which shall be based upon the order of crossing the finish line at one lap less than at the time of first showing the Red Flag. **Only vehicles** which are under their own power at the showing of the Red Flag will be classified. The result will be the order of finishing at the end of the restarted race, unless Championship Regulations specify otherwise.

2.9.4 Any race stopped after the leader has completed 75% of its duration may be considered to have finished, unless the Clerk of the Course, in consultation with the

Stewards of the Meeting, deems it appropriate to restart the race. If not restarted, the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the Red Flag. **Only vehicles** which are under their own power at the showing of the Red Flag will be classified. If run as a two part race 2.9.3 will apply.

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

2.10 Re Scrutineering

2.10.1 Re-Scrutiny: All vehicles reported involved in contact incidents during races or practice must be re-presented to the Scrutineers before continuing in the races or practice.

2.11 Circuit Management and Organising Club Safety

2.11.1 Entrants must ensure that the Circuit Management and DAMC Safety Regulations are complied with at all times. The outer lane or lanes of the pit lane are to be kept unobstructed to allow safe passage of cars at all times. The onus shall be on all drivers to be aware of the Pit Lane Speed Limit. Pit signalling on the pit wall is limited to two team personnel and the Team Manager (i.e. 3). The pit wall is the only place where signalling to drivers is permitted.

2.12 Pit Stops

2.12.1 All pit stops in a UAEGT Championship race, held at Dubai Autodrome, up to and including 60 minutes will be 80 seconds. Races held at any other venue, will be subject to the supplementary regulations. Each car must do one **Mandatory** pit stop before the last 25 minutes of each race. This time will be as per the Official timekeepers.

2.12.2 **Driver's / compulsory pit stop in a race of 60 minutes.**
During the race there is at least one compulsory pit stop for possible driver change. The total time will be checked electronically using the loops at the pit lane entrance and exit. The obligatory total time will be announced for each event through a bulletin. A car therefore does not have to be stationary for exactly the obligatory time (e.g.80 seconds) but needs to be between the loops for this minimum time.
Result seconds may be added to the pit stop time as the occasion arises.
When entering and exiting the pit lane the maximum permissible speed, as stated in the supplementary regulations and/or driver's briefing note will be usually 60 km/h and should be respected at all times. If other participants are held up by someone driving away too slowly, the competition organiser can impose a penalty for obstructing other participants this will be judged by the Clerk of the Course.

2.12.3 Under all circumstances, the driver must be securely fastened in the safety belts.

2.12.4 The compulsory pit stop must:
- commence on or after the 25th minute and be completed no later than the 35th minute of a 60 minute race.

2.12.5 During the pit stop, engines may continue to run to prevent cooling problems, but in this instance a mechanic with handheld fire extinguisher must be on hand for incidents.

2.12.6 Changing tires during the compulsory pit stop is only permitted under force majeure e.g. puncture. Any tyres changed will be judged by the officials.

2.12.7 Refueling during pit stops is strictly **forbidden**.

2.12.8 It is the sole responsibility of the team to police the stop/s.

2.13 Pit Lane Speed Limit will be 60 Kilometres per hour

2.13.1 The driver must adhere to pit lane speed limit and then bring the car to a stop only in the permitted pit area or an area.

2.13.2 The timing of all pit stops will be done by timing beams or timing loops in the track at the entrance of the Pit Lane and the Pit Exit. The total time taken by a competing car between these two points in the pit lane will determine the length of the pit stops. These times are recorded by the appointed Licensed Timekeepers. Pit Lane speeds will be observed.

2.13.3 It is the sole responsibility of the team to police the stop/s. Any team shortening their pit-stop from the regulated time will receive either a drive through or stop and go penalty by the Clerk of the Course before the end of the race. DAMC officials will randomly oversee compliance.

2.13.4 In a car entered with two or more drivers, the driver change must take place during the compulsory pit stop.

2.14 Refuelling

2.14.1 Refuelling is not permitted at any time during practice, qualifying or races.

2.15 Operation of Safety Car

2.15.1 The Clerk of the Course reserves the right to introduce a Safety Car at any time during a race, until such time as the race leader has completed **80%** of the scheduled race distance.

2.15.2 The car will be marked "SAFETY CAR" and will have at least two flashing lights on the roof.

2.15.3 The Safety Car will be driven by a competent driver appointed by DAMC and crewed by a Safety Car Observer who will be in permanent contact with the Clerk of the Course.

2.15.4 The Safety Car will be sited at the end of the Pit Lane (unless otherwise advised at the Briefing for the meeting) and will join the circuit with its flashing lights turned on.

2.15.5 As soon as the order is given to run the Safety Car, all flag posts (including the Start Line) will display a yellow flag and an "**SC**" board, which will remain out until the intervention is over.

2.15.6 The Safety Car intervention period is deemed to start when a competitor passes the first SC Board on the track and is deemed to be over when a competitor passes the Green Flag at the Start/Finish line on the track. All competing vehicles when notified of the Safety Car intervention (by flag signals and **SC** boards) will reduce speed and line up behind the Safety Car maintaining the same speed as it. Overtaking of the Safety Car is forbidden unless signalled to do so, and competitors should continue at reduced speed until they reach the line of vehicles behind the Safety Car. Overtaking and/or un-lapping of any competing vehicle during a Safety Car intervention is forbidden.

2.15.7 When the Clerk of the Course decides to call in the Safety Car, the SC board and yellow flag on the Start Line will be withdrawn and all flag points around the circuit will withdraw the flags and boards in the directional flow of the circuit after the last vehicle in the Safety Car train has passed. At the same time, the Safety Car will turn off its flashing lights and leave the circuit via the Pit Lane Entrance at the end of that lap. The Safety Car will not complete one full lap of the circuit with its lights off.

2.15.8 A Green Flag will be waved on the Start Line and overtaking and/or un-lapping remains forbidden until each of the competing vehicles passes the Green Flag on the Start Line.

2.15.9 While the Safety Car is in operation, competing vehicles may stop at their Pit, but may only rejoin the track when the green light at the Pit Exit is on. It will be on at all times except when the Safety Car and the line of vehicles following it are about to pass or are passing the Pit Exit, or at the end of the intervention until the last vehicle has passed the Pit Exit, having passed the waved green flag. All vehicles rejoining the track whilst the Safety Car is in operation must proceed at reduced speed until reaching the end of the line of vehicles.

2.15.10 All vehicles must maintain the same speed as the Safety Car whilst in convoy and the same speed as the vehicle in front of it. From the time that the Safety Car is withdrawn until competitors pass the waved green flag at the Start line; all competitors should maintain a maximum distance of three car's length from the vehicle in front. At no time during the procedure may any part of a competitors vehicle overlap with any part of a vehicle of another competitor, or the Safety Car.

2.15.11 The Clerk of the Course may impose a penalty upon any competitor or team whom he considers has gained an unfair advantage whether inadvertently or not, from a breach of these Safety Car Regulations. In the event that one competitor breaches these Safety Car Regulations for the benefit of another competitor then both may be penalized.

2.16 Race finishes:

2.16.1 All UAEGT Championship races are normally of timed duration. In these races the chequered flag will be shown to the leader the next time they pass the finish line after the duration of the race time. If for any reason the race has to be shortened the chequered flag will be shown to the leader the next time they cross the finish line.

2.16.2 After taking the chequered flag, competitors are required to progressively 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. Helmets and harnesses should be still worn at all times while on the circuit, until such time as the vehicle is stationary in the pit lane.

2.16.3 All competitors must keep the helmets on and harnesses done up while on the circuit or in the pit lane.

2.16.4 All cars will be sent to Parc Ferme at the end of qualifying and the race. This area will be designated in the S.R.

2.17 Results:

2.17.1 All Practice Timesheets, Grids, Race Results are to be deemed PROVISIONAL until all vehicles are released from Parc Ferme by the championship Scrutineers after Post Practice/Race Scrutineering and/or after completion of any Judicial or Technical Procedures.

2.18 CODE 60

Introduction of Code 60 Procedure

The Code 60 procedure is a method whereby a race can be neutralized in the event of an incident. It is normally a procedure reserved for endurance racing and is designed to help in the safe rescue and recovery of stricken vehicles without resorting to Red Flag procedures, where a race has to be stopped.
Code 60 allows the whole track to be secured instantly and allows rescue vehicles immediate access to the track whilst competitors continue to run, at reduced speed and in a single line.
The maximum speed of race vehicles is reduced to an average of 60 kilometres per hour over the entire track, on the posting of Code 60 flags (a purple flag with the number 60 in white) at all marshal posts simultaneously. Overtaking is prohibited during Code 60 periods, and adherence to this speed limit is monitored through intermediate track timing, through transponders and the timekeeping equipment.
It is envisaged that by adopting Code 60 procedures at a National Racing level, the Clerk of the Course will be able to allow a race to continue under stringently controlled circumstances without

foreshortening race duration, and will acclimatize potential competitors with the procedures used in Endurance racing.

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

2.18.2 When the order is given to deploy Code 60 flags, all marshal posts will simultaneously display waved purple flags (as described above) and all competitors will immediately slow down in order to continue at an average lap speed of 60 kilometres per hour. Overtaking is strictly prohibited on pain of penalty. The gaps between competing vehicles should not be affected as all competitors should maintain the correct speed.

2.18.3 During Code 60 operations, the Pit Lane will normally remain open and competing vehicles can enter and leave the Pit Lane at will, (providing the Pit Lane lights remain at Green) and may re-enter the track to continue around the circuit at the reduced speed. It should be noted that it is not permissible to regain a position held before entering the Pit.

2.18.4 Code 60 operations are not a substitute for Yellow Flag procedures, and competitors should be aware that Yellow flags, indicating the possibility of further slowing down, may still be used at the site of any incident.

2.18.5 When the Clerk of the Course gives the order for the Code 60 procedure to end, all marshal posts will simultaneously withdraw Code 60 flags, and replace these with Green flags. This will signify that full racing can recommence immediately, and that overtaking is again permissible.

2.18.6 Each lap completed under Code 60 conditions will count as a race lap. If, during the Code 60 procedure, the scheduled number of laps is completed, the chequered flag will end the race as normal.

2.18.7 Failure to respect the Code 60 procedures in any way, or the endangerment of officials or other competitors during Code 60 operations may result in penalties being applied by the Clerk of the Course or Stewards of the Meeting.

3 CHAMPIONSHIP JUDICIAL ARRANGEMENTS

3.1 Infringements of Non-Technical Regulations and the Sporting Regulations Issued for the Championship

Infringements	During Qualifying	During Race
A – Excess speed in pit lane	Black Flag	Stop and Go or Drive Through
B – Overtaking under a yellow flag	Black Flag	Stop and Go or Drive Through
C – Overtaking under safety car conditions	Black Flag	Stop and Go or Drive Through
D – False Start		Stop and Go or Drive Through
E – Failure to respect starting position or out of position on formation lap		Stop and Go or Drive Through
F – Wrong direction in pit lane	Exclusion	Exclusion
G – More than 3 laps under black flag without a pit stop	Grid Penalty	5 laps penalty
H – Not stopping for the correct amount of time for any pit stop		Stop and Go or Drive Through
I – Not stopping for the mandatory pit stop		2 Laps penalty
J – Failure to supply correct documents at sign-on	Dhs. 200/-	
K – Late arrival at drivers/riders briefing	Dhs. 500/-	
L – Non attendance at drivers/riders briefing	Dhs.1000/-	
M – Physical or verbal abuse of an official	Disqualified	
N – Failure to obey marshals or officials instructions	Disqualified	
O – More than one lap under Black Flag with Orange Disc (mechanical problem)	Black Flag	Black Flag
P – Non compliance with article 4.2.6 technical regulations re data logger.	3 grid places back in class	3 positions back in class

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

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

Breaches of driving standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of driving standards or behaviour, on or off the track, in a manner considered to have brought the

championship into disrepute, the Championship Organizers will be entitled to request that the Championship Stewards to consider the inception of an enquiry into the matter, notwithstanding that the Clerk of the Course or the Stewards of the event may or may not have already investigated the incident. Penalties may include individual race bans, loss of points, awards, and/or end of season awards or exclusion from the Championship.

Vehicles which have sustained severe body damage or whose appearance is judged by the Clerk of the Course or Championship Stewards to be below an acceptable standard may be excluded from the grid.
Competitors are expected to affect some repairs from previous accident damage prior to presenting their vehicle for scrutineering. In some cases an instruction to carry out repairs will be issued by the Championship Organizers.

3.2 Infringements of Technical Regulations

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

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

3.2.3 Arising from post race Scrutineering, or Judicial Action.

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

a) Count the event as one of the events contributing to their Championship score.
b) Be excluded from the event forfeiting all Championship points, prize money and other awards.

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

3.3 Additional Championship Penalties

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

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

3.3.4 The offences are:

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

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

3.4 Additional Championship requirements

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

3.4.3 The nominated Championship Stewards have no jurisdiction regarding sporting or technical matters relating to national race events, they only have jurisdiction over the championship.

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

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

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

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

4 Technical Regulations:

Please refer to the appropriate documents

5 Standard DAMC Championship Commercial Undertakings

5.1. Introduction

5.1.1. The terms of the Commercial Undertakings form part of the contract between the promoters and organizers (DAMC) of those Championships, and the competitors. Registration for and entry into the Championships is conditional upon the competitor meeting these conditions. A breach of any of the Commercial Undertakings may render the competitor ineligible for competition and participation in these championships entirely at the discretion of the Championship Promoters. The onus will be on the competitor to ensure that all persons connected with his/her team are aware of and comply with the requirements of the Commercial Undertakings.

5.1.2. For the purpose of commercial undertakings only, a registration once made and accepted shall constitute a legally binding contract. Acceptance of a registration is at the absolute discretion of the championship promoters/organizers.

5.1.3. A breach of any of the Commercial Undertakings may render the competitor or team ineligible for competition and participation in the Championship at the discretion of the Championship promoters/organizers.

5.1.4. The Championship and Series promoters/organizers reserve the right to add or vary the Commercial Regulations at their sole discretion in the interests of promoting the Championship. Such additions or variations will be notified to competitors via an official championship bulletin.

5.2. Television

5.2.1. The Championships promoters, through any nominated film production companies hold exclusive broadcast, recording, cable, satellite, digital, video, internet and interactive rights and rights to all other media to film and record the participation of the competitor, Entrant, Sponsor, and any other team member in the events and activities throughout the championship and to license, assign or otherwise deal with such rights and/or film and recording. The competitor accepts without reservation or recourse the surrender of his/her rights (if any) in such matters which may then be used at the Championship promoter's discretion.

5.2.2. On-board cameras may be permitted, with the approval of the relevant circuit communications department who may require additional information.

5.2.3. Any competitors advised by the organizers that they are to carry on-board television cameras, maybe required to have the approved Championship logo on the dashboard, visible to a forward facing on-board camera. The decision for the positioning of this Logo rests solely with the DAMC and their nominated film production company.

- No other publicity material visible to an on-board camera, whether on the vehicle or on race suits, will be allowed.
- Any competitor who fails to meet these requirements may be penalized.

5.2.4. Competitors are obliged to assist in promotion of the Championships by the granting of interviews when requested by the nominated film production company and any other reasonable requests of the Championship promoters.

5.3. Advertising and Vehicle Livery

5.3.1. First set of complete vehicle livery will be provided to competitors for free including numbers but excluding Competitor's name; any subsequent material will be available for purchase at the appropriate fee.

5.3.2. No alcohol or tobacco (or associated products) related advertising is permitted in any form in the Championships.

5.3.3. No advertising or statements on the race vehicle or the Competitors' race clothing is permitted to conflict with the Championship sponsors without written approval of the promoters.

5.3.4. No advertising or statements on the vehicle, or team vehicles, or on competitors' race clothing or team clothing is allowed which may be considered unsuitable or offensive to the promoters, the organizers, or their sponsors and any advertising must respect the political and religious sensitivities of the UAE.

5.3.5. All vehicles shall carry the Championship Sponsors' Livery and painting/decaling requirements in the correct locations, without alteration and without interference.

5.3.6. Competitors' own race vehicle livery is expected to meet the standards required by the organizers and promoters.

5.3.7. The promoters reserve the right to refuse entry to the Championship and/or forbid participation or to pay prize monies/bonus awards if the livery does not meet the standards required. In addition they reserve the right to specify competitors clothing requirements for podium ceremonies or other promotional occasions.

5.3.8. At the start of each event, practice, qualifying practice or race, the vehicle shall be clean, smart and in good order. The organizers reserve the right to forbid vehicles not meeting this requirement from taking part or remove them from the paddock.

5.4. Passes

5.4.1. Permanent Passes may be issued to each registered competitor and these will be valid for all rounds of the Championship unless otherwise advised.

5.4.2. The arrangements for the order of all team passes will be advised in the Supplementary Regulations or via an official championship bulletin.

5.4.3. Permanent Passes will be issued subject to detailed terms of issue and conditions of use. Failure to abide with these terms and conditions may be considered a breach of these Commercial Undertakings.

5.4.4. All passes issued by the promoters for these Championships remain the property of the promoters and shall be returned on demand. Failure to return the passes will incur a financial penalty.

5.5. Promotional Activities

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

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

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

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

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

5.6. Paddock Arrangements

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

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

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

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

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

5.7. Hospitality

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

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

5.8. Miscellaneous

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

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

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

Automobile & Touring Club
of the United Arab Emirates

Appendix A

UAE GT Championship:

1 Officials:

1.1	Championship Manager	:	Richard Birch
1.2	Eligibility Scrutineer	:	Terry Plant
1.3	Championship Stewards	:	to be appointed by the DAMC
1.4	Eligibility Panel	:	(DAMC) Nominee from ATCUAE Technical Eligibility Scrutineer

2 Drivers Championship Point Scoring

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

1st 10 points, 2nd 8 points, 3rd 6 points, 4th 5 points, 5th 4 points, 6th 3 points, 7th 2 points and 1 point for all other finishers

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

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

2.3 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.

3 Team Championship

3.1 Points will be awarded on the following basis to all competing teams holding a Team/Entrants licence, if a team has more than one entry in a class only the highest placed car will be awarded points;

1st 10 points, 2nd 8 points, 3rd 6 points, 4th 5 points, 5th 4 points, 6th 3 points, 7th 2 points and 1 point for all other finishers

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

4 Success Pit Stop Time Penalties will automatically apply in each class after each race and will be carried forward (to a maximum 45 sec) as follows;

1st 15 sec
2nd 10 sec
3rd 5 sec
4th -5 sec minimum 80 sec
5th -10 sec minimum 80 sec
6th and below -15 sec minimum 80 sec

Once the maximum Pit Stop Time Penalty of 45 seconds is applied the following Success Ballast will apply in addition to the above;

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

- Maximum equalization: Driver Penalty + 45 seconds Pit Stop Time Penalties + 80kg Success Ballast.
- After Success Ballast has been removed Pit Stop Time Penalties can only be removed once the car has raced again at its declared weight.
- With the success ballast removed, the total weight of the car, without fuel, must be equal to or greater than the total of its original declared weight.
- No negative weights will be allowed.
- Success ballast must be carried in the car's passenger seat location and comply with Article 4.15.2 of the UAEGT Technical regulations.
- Success Pit Stop Time Penalties and Success ballast will only be reduced if a car starts the race (i.e. crossing the start line during the race).
- If a car is excluded from the results of a race no change will be made to the Success Pit Stop Time Penalties and Success Ballast allocated to the car or its drivers.
- Competitors and entrants will be notified of any success penalties to be carried via a championship bulletin issued prior to the next event.

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