



## Sporting Regulations

### **1. Title Jurisdiction**

1.1. The Waleed Alshemais National Sportsbike Championship is organised and promoted by Furiosa Racing, while being administered by Dubai Autodrome Motor Sports Club (DAMC) in accordance with the requirements of the Emirates Motorsports Organization (EMSO), (incorporating the provisions of the International Sporting Regulations of the FIA and FIM). These championship regulations and further championship bulletins or event supplementary regulations will be issued officially by Furiosa Racing.

1.2. The contact details for any further information, queries or to register an interest in competing in the championship are as follows: [nsss@furiosaracing.com](mailto:nsss@furiosaracing.com)

### **2. Competitor Eligibility**

2.1. A national motorcycle competition licence will entitle the holder to enter the motorcycle on which he/she will personally take part in the event. Any other organisation, company, sponsor or person must obtain an entrants licence by making separate application to EMSO. 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 in the UAE. Competitors who intend to use this licence internationally must advise EMSO at the time of application.

2.2. Entrants/competitors must surrender an appropriate national motorcycle competition licence for verification at signing on for each event.

2.3. Those holding national motorcycle competition licenses issued by EMSO may only compete in events sanctioned by EMSO, or in the case of events outside of the UAE, those



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under the jurisdiction of another FIM affiliated federation by which EMSO will issue an NOC for the competitor to partake in the particular event.

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

2.5. All licence applications must contain the following:

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

2.6. It is the competitor's responsibility to ensure that their motorcycle(s) comply with the conditions of eligibility and safety at all times during qualifying and racing for all UAE national championship events.

### **3. Registration**

3.1. All eligible competitors must register for the championship in advance of participating in their first event by returning a fully completed championship registration form to Furiosa Racing administration secretary ([nsss@furiosaracing.com](mailto:nsss@furiosaracing.com)) along with any documents required under the championship technical regulations, accompanied with the championship club fee of 1,500 AED.

Any change of competitor name or motorcycle will require completing an additional form. An entry will only be deemed complete once all the correct information has been submitted and accepted by the organiser.



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3.2. To be eligible to register for the championship, competitors must be in possession of a valid motorcycle competition license with the minimum of a National Grade, issued by EMSO or an equivalent license issued by an ASN/FMN in the “MENA Region” with the correct start permission (NB: start permission to be acquired from license issuer for non UAE license holders and is to be requested by the rider along with the Supplementary Regulations).

3.3. “Wild card” entries will be permitted for a maximum of 1 round, thereafter the competitor will need to pay the season club championship fee of 1,500 AED in order to be eligible for the remainder of the championship rounds during the 2020/21 season.

3.4. Competition numbers will be the permanent number allocated to the competitor for the championship season, relevant to their class. Although a preference can be requested, the allocation of these numbers will be at the absolute discretion of the organiser and reserved based on a first come first serve basis when completing the necessary season registration, along with their 1,500 AED championship fee.

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

## **4. Championship Events**

4.1. The championship will be contested over a scheduled 10 races at 5 rounds.

4.2. All competitors will be responsible for submitting an entry form for each event and comply



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with the supplementary regulations issued by the organisers.

4.3. The organisers reserve the right to amend the calendar should circumstance dictate. In such circumstances all registered competitors will be notified by the issue of an official championship bulletin.

## **5. Awards**

5.1. All awards will be provided by the organiser.

5.2. For each race, trophies to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> will be issued. The relevant classes will be 600cc Superstock and Rookie CUP (Rookie – shall be deemed any competitor who is holding a motorcycle competition licence for the first time, within OR outside of the UAE).

5.3. Bonuses; the organiser/promoter/sponsors reserve the right to provide additional awards for individual races within the championship. Such additional awards will be announced in an official championship bulletin.

5.4. Presentations; all winners will be presented with their trophies immediately after each race unless otherwise instructed by the officials. Attendance is mandatory for award winning competitors. Failure to do so, may result in loss of podium and/or championship points. Any additional awards/bonuses may be distributed subsequently.

5.5. Podium; all the winners who are requested to be on the podium, need to wear the provided sponsor caps, their full racing suit, with the exception of helmets and gloves or any other devices.

5.6. Podium presentation; all podium finishes will have a maximum of 15 minutes available



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from when the chequered flag is shown to the time when they will be required at the podium.

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

## **6. Race Entry Procedures**

6.1. Supplementary regulations and entry forms will be distributed by the race organiser.

6.2. Competitors are responsible for submitting completed entry forms with the appropriate entry fees prior to the entry closing date specified by the supplementary regulations.

6.3. All correct and complete entries will be acknowledged advising the competitors of their acceptance.

6.4. There will be no refunds if competitors withdraw less than 5 days prior to any race meeting.

6.5. Late entries, will be accepted at the discretion of the organiser at an additional cost of 250 AED. Those entries received 5 days and less before the race meeting shall be considered as late.

6.6. Incorrect or incomplete entries (including competitor to be nominated entries) are to be held in abeyance until they are complete and correct. The date of receipt for acceptance, for entry purposes, shall be the date on which the secretary of the meeting receives the missing or



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corrected information or fee.

6.7. Any withdrawal of entry or competitor/motorcycle changes made after the acceptance of any entry must be notified to the secretary of the meeting in writing. If competitor/motorcycle changes are made after close of entry and prior to the race day, the competitor concerned must apply (in writing) for approval of acceptance from the organiser.

## **7. Briefings**

7.1. All Briefings are mandatory. Organisers will notify competitors of the times and locations for all briefings in the supplementary regulations for all meetings.

7.2. Competitors who are late for briefing's will receive a fine of AED 500.

7.3. Competitors who do not attend briefings will be referred to the Stewards who will impose a minimum penalty of AED 1,000. An additional briefing will have to be given to those competitors that missed or did not attend the original briefing at a suitable time nominated by the Stewards.

7.4. Please ensure that you sign the "Briefing Attendance Register" before leaving the briefing room.

## **8. Practice and Qualification**

8.1. Should any practice session be disrupted, the Clerk of the Course shall not be obliged to resume the session or re-run sessions to achieve the championship criteria and the decision of the Clerk of the Course shall be final.



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8.2. Should the need arise to stop a practice session, red lights will be switched on at the start line and around the circuit and red flags will be displayed at marshals' signaling posts around the circuit. This is the signal for all competitors to cease racing speeds, to slow to a safe and reasonable pace and to return to the pits or be prepared to stop.

8.3. Every competitor must complete a minimum of 3 laps practice on the motorcycle to be raced and in the correct session in order to qualify. The Clerk of the Course/Stewards of the meeting shall have the right to exclude any competitor whose practice times or racing conduct are considered unsatisfactory or unsafe.

8.4. The grid for the first race will be formed by times set during qualifying practice. Competitors who qualify but do not set a time will take position at the back of the grid in an order to be set by the Clerk of the Course.

8.5. Unless otherwise advised by an official bulletin, the grid for the second race will be formed by the finishing order in the first race. Non-finishers will be positioned behind all finishers, in reverse order of retirement.

8.6. Following the chequered flag/finish flag all competitors must maintain racing speed for a further 250 meters past the finish line (Dubai Autodrome-marshals post 2) and then reduce speed gradually.

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

8.8. The Clerk of the Course/Stewards shall have the right to penalise up to exclusion any rider whose riding is considered to be unsatisfactory.



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### **9. Minimum Race Length**

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

### **10. Starts**

10.1. All race start countdowns are to have a minimum elapsed period of 3 minutes from the time that all motorcycles are released from pit lane until forming up on the grid to the start of the green flag lap(s), in the formation as according to the qualification/first race stipulated positions.

10.2. All races will have standing starts unless specified otherwise in the supplementary regulations. The minimum countdown procedures/audible warnings sequence shall be:

- 1 minute to start of green flag/pace lap - start engines/clear grid
- 30 Seconds – visible and audible warnings for the start of green flag/pace lap

10.3. The use of tyre heating/heat retention devices, tyre treatments are strictly prohibited on the grid.

10.4. Any motorcycles removed from the grid after the 1-minute stage or ridden into the pits on the green flag lap shall be held in the pit lane. They may start the race after the last motorcycle 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.





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10.5. Any competitors unable to start the green flag/pace lap will be required to indicate their situation and/or any competitors unable to maintain grid positions on the green flag lap, to the extent that all other motorcycles are ahead of them (except those in the same predicament), may complete the green flag lap but must remain at the rear of the last row of the grid but ahead of any motorcycles to be started from the pit lane or from a time delay.

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

10.7. Standing start: After the green flag lap has been completed, and motorcycles have returned to their grid positions, and the starter is satisfied that the motorcycles are ready, a 5 second board will be shown to indicate that the start lights are imminent. Five seconds after this board is withdrawn the red lights will come on and between two and seven seconds later the red lights will be extinguished to signal the start of the race. In the event of any starting lights failure, the “starter” will revert to using the national flag.

10.8. Riders who fall from their motorcycle must return to the pits via ambulance and are not permitted to continue in the practice, qualifying session or race and until passed fit by a medical officer and the motorcycle re-inspected and cleared by the scrutineers.

Any infringement of this rule will result in the rider being disqualified from the remainder of the practice, qualifying session or race.

## **11. Race Stop Procedures**

11.1. Should the need arise to stop any race, red lights will be switched on at the start line and red flags will be displayed at the start line and at all marshals signaling posts around the circuit.



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This is the signal for all riders to cease circulating at racing speeds, to slow to a safe and reasonable pace and return to Parc Fermé. The designated Parc Fermé area is directly behind the technical bay as illustrated in Appendix A.

#### **Case A – Less than two laps completed by the race leader**

The race will be null and void. The race will restart from the original grid positions. Competitors unable to take the restart may be replaced by reserves who will start from the back of the grid in reserve order. Gaps on the grid should not be closed up. The length of the restarted race will be determined by the Clerk of the Course.

In the interval between stopping and restarting the race, motorcycles may return to the pit area for maintenance. Non-runners at the time of stopping can restart from the pit lane behind those referred to above. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a shorter distance than originally scheduled, or may be abandoned altogether.

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

The race will restart from a grid set out by the finishing order of part one. The result of the race will be the finishing order of part two. The length of the restarted race will be determined by the Clerk of the Course. Only motorcycles which are under their own power at the showing of the red flag will be classified to restart the second part of the race.

In the interval between stopping and restarting the race, motorcycles may NOT return to the pit area for maintenance or fuel but need to proceed through to Parc Fermé. The Clerk of the Course may order that the duration of the second part or re-run of any race shall be of a



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shorter distance than originally scheduled, or may be abandoned altogether.

#### **Case C - More than 75% of race completed**

Any race stopped after the leader has completed 75% of its duration may be considered to have been completed, unless the Clerk of the Course, in consultation with the Stewards of the meeting, deems it appropriate to restart the race. If not restarted, the result will be based on the order of crossing the finish line at one lap less than at the time of the first showing of the red flag. Only motorcycles which are under their own power at the showing of the red flag will be classified.

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

11.2. All motorcycles reported to have been involved in contact incidents during a race or practice must be presented to the scrutineer before continuing in the race or practice sessions.

#### **12. Timing Modules**

12.1. Timing transponders: It is the responsibility of the competitor to ensure that they are fitted correctly and functioning during the event and returned at the end of the event. Please keep in mind that you race licence will be retained until the transponder is returned to DAMC.

12.2. Competitors will be charged by DAMC for repair or replacement of the transponders due to accident damage, misuse or loss at any time during the season.

12.3. Competitors must not place electronic timing equipment within five metres of the official



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start/finish or any other timing lines at any event or championship test session/day. Any such team equipment placed within these zones will be removed.

12.4. All competitors having preinstalled or permanent transponders fitted on their motorcycles, must inform the organisers and register the transponders with the timekeepers.

### **13. Pit and Pit Lane Safety**

13.1. Entrants must comply with circuit management and DAMC safety regulations at all times.

13.2. The outer lanes are to be kept unobstructed within pit lane to allow the safe passage of vehicles/motorcycles at all times. A speed limit, normally 60kph (36mph) unless otherwise advised by DAMC, will be applied in the pit lane and must be respected at all times by all competing motorcycles. Speeds will be monitored and anyone found to be exceeding the speed limit may be subject to penalty, including the possibility of a mandatory stop and go penalty.

### **14. Refuelling**

14.1. This is only allowed in the fuel station or the pit garages. It is not envisaged that motorcycles will be refuelled during practice sessions or races. Competitors need to ensure that there is one additional person present with a fire extinguisher in hand next to the motorcycle while the motorcycle is being refuelled (deemed as refuelling once the tank cap or fuel container cap has been opened).

14.2. The fire extinguisher to be used will be those provided by the Dubai Autodrome. Please pay attention that it is not a used one and that the one-time seal has not been broken.

14.3. All motorcycles returning to the pit garages must do so by being pushed backwards into



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the pit garage by their pit crew or themselves with the motorcycle in neutral and not driven forward under its own power from the pit lane side.

14.4. It is the responsibility of the team to clear the pit lane in a safe and timely manner so as not to obstruct access down the pit lane for the following races or practice sessions.

## **15. Race Finishes**

15.1. Safely slow down while maintaining a steady pace, remain behind any competitors ahead, return to the pit lane without any “showboating” and follow the instructions of officials.

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

15.3. Helmets should be worn at all times while on the circuit, until such time as the motorcycle is stationary in the pit lane / Parc Fermé.

15.4. When classified finishers are requested to proceed to Parc Fermé, the motorcycles will need to remain there for a minimum of 30 minutes. Failure to do so will result in a fine of AED 1,000 and additional penalties may be applied at the discretion of the Stewards.

## **16. Results**

All practice time sheets, grids and race results are deemed to be provisional until all motorcycles are released by the scrutineers after post practice/race scrutineering or the completion of any judicial or technical procedures.

## 17. Championship Judicial Arrangements

### 17.1. Infringements of technical regulations and the sporting regulations:

Infringements	During Qualifying	During Race
A - Excess speed in pit lane	500 AED (60km/hr exceeded)	Stop & go/drive through
B - Overtaking under a yellow flag	Grid Penalty	Stop & go/drive through
C - Overtaking under safety car conditions	Grid Penalty	Stop & go/drive through
D - False Start	■	Stop & go/drive through
E - Failure to respect starting position or out of position on formation lap		Stop & go/drive through

F - Wrong direction in pit lane	Exclusion	Exclusion
G - Failure to supply correct documents at sign-on/no sign on	500 AED	
H - Late arrival at drivers/riders briefing	500 AED	
I - Non-attendance at drivers/riders briefing	1000 AED	
J - Physical or verbal abuse of an official	Exclusion	Exclusion
K - Failure to obey marshals or officials verbal instructions	Exclusion	Exclusion from current & remaining events
L – More than two laps under Black Flag with Orange Disc (mechanical problem)	Black Flag	Black Flag
M – More than 3 laps under black flag without reporting to the pits	Back of the Grid	Exclusion
N – Failing to respect the integrity of the circuit and consequently gaining an advantage	5 grid places back in class	10 sec penalty for each infringement or as otherwise determined by the Clerk of the Course
O – Non-compliance with track limits after chequered flag		Drop in position in final results

P - Riders who fall and continue to ride	500 AED	1000 AED
Q - Riders who are negligent and cause unnecessary contact	5 grid places back in class	1000 AED OR exclusion from results, up to following Round ban
R - Riders late for podium awards		5 grid positions in following race/Round
S - Riders crossing the start/finish line twice after session/race has finished	Thursday practice or qualifying: 5 grid positions in class for first race	5 grid positions in class for second race OR 250 AED

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

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

- The championship organisers 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 organisers 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 organisers reserve the right to



view data from any source on the motorcycle if data logging equipment is fitted, this includes the ECU. Purposely deleting data is prohibited.

- Breaches of riding standards will be firmly dealt with. If it appears from official video recordings or any other track evidence that there may have been a breach of riding standards or behaviour, on or off the track, in a manner considered to have brought the championship into disrepute, the championship organisers will be entitled to request that the championship stewards 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.

- Competitors must take note that if their starting position has been pushed to the back of the grid for which ever reason, their riding behaviour will be strictly monitored from the start into turn 1 and for the remainder of the first lap.
- Motorcycles which have sustained severe damage or which the appearance is judged by the Clerk of the Course/Stewards/Scrutineer to be below an acceptable standard, may be excluded from partaking further. Competitors are expected to affect necessary repairs from previous accident damage prior to presenting their motorcycle for scrutineering. In some cases, an instruction to carry out repairs will be issued by the championship organisers/scrutineer.
- Riders must use the track at all times. For the avoidance of any doubt: the white lines defining the track edges are considered to be part of the track but the curbs are not and a rider will be judged to have left the track if no part of the motorcycle remains in contact with the track. Should a motorcycle leave the track for any reason and without prejudice to the paragraph below, the rider may re-join. However, this may only be done when it is safe to do so and without gaining any advantage.
- Repetition of serious mistakes or the appearance of a lack of control over the motorcycle (such as leaving the track) may be subject to penalties.

## **18. Infringements of Technical Regulations**

### **18.1. Arising from post-practice (qualifying), scrutineering, or judicial action**

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

### **18.2. Arising from post-race scrutineering, or judicial action**

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

- 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).

## **19. Additional Championship requirements**

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

19.2. 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.

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

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

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

## **20. Technical Regulations:**

Please refer to the appropriate documents.

## **21. Standard Championship Commercial Undertakings**

21.1. The terms of the commercial undertakings form part of the contract between the organisers of the championship and the competitor(s). Registration for and entry into the championship is conditional upon the competitor meeting these conditions. A breach of any of the commercial undertakings may render the competitor/team ineligible for competition and participation in these championships entirely at the discretion of the championship organisers. 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.

21.2. 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 organisers.

21.3. The organisers 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.

## 22. Television

22.1. The championship organisers, 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 at 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 organiser's discretion.

22.2. On-board cameras may be permitted, for team/personal use only and is not for broadcasting, without the approval of the relevant organisers who may require additional information.

22.3. Any competitors advised by the organisers that they are to carry on-board television camera, maybe required to have the approved championship logo on the dashboard, visible to a forward-facing on- board camera.

22.4. The decision for the positioning of this Logo rests solely with the organiser and their nominated film production company. No other publicity material visible to an on-board camera will be allowed. Any competitor who fails to meet these requirements may be penalised.

22.5. Competitors are obliged to assist in promotion of the championship by the granting of interviews when requested by the nominated film production company and any other reasonable requests of the organisers.

## **23. Advertising and Motorcycle Livery**

23.1. No alcohol or tobacco (or associated products) related advertising is permitted in any form within the championship.

23.2. No advertising or statements on the race motorcycle or the competitors' race suit is permitted to conflict with the championship sponsors without written approval from the organisers.

23.3. No advertising or statements on the motorcycle, or team members, or on competitors' race suits or team clothing is allowed which may be considered unsuitable or offensive to the promoters, the organisers, or their sponsors and any advertising must respect the political and religious sensitivities of the UAE.

23.4. All motorcycles shall carry the championship sponsors' livery and decaling requirements in the correct locations, without alteration and without interference.

23.5. Competitors' own race motorcycle livery is expected to meet the standards required by the organisers.

23.6. The organisers reserve the right to refuse entry into the championship/forbid participation or to hand over prizes/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.

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



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**24. Promotional Activities**

24.1. As part of the championship, all competitors will be expected to assist the organisers with the promotion of the championship, in particular they may be requested to:

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

24.2. All competitors required for podium presentations should attend without delay, at the place and time specified by the organisers. Sponsors caps as determined by the championship organisers 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/awards or points gained at that round.

24.3. 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/prizes, unless previously agreed with the promoters.

24.4. The championship title and associated logo styles may only be used with the prior written approval of the championship organisers.



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25.1. The pit garage areas are intended to be working areas for the preparation of race motorcycles. Space will be limited and competitors shall follow the instructions issued by the championship organisers and any detailed paddock plans issued by the championship organisers/DAMC, need to be complied with in addition to the instructions from the relevant staff. Any support vehicle shall be parked where instructed by the organisers or their representatives.

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

25.3. There will be a speed limit of 20 km/h in the paddock area. The only movement of race motorcycles permitted is on the way to and from scrutineering, to the assembly area and on the way back from Parc Fermé unless specifically requested by the organisers.

25.4. If a motorcycle is ridden to the fuel station, it must be done so carefully, slowly and whilst using a helmet at all times.

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

25.6. All team branding, whether in the paddock or pit bay area shall have the written permission of the organisers before it is displayed.





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**26. Environmental awareness EMSO and FIM**

Please refer to the EMSO Environmental code which can be downloaded [HERE](#) and the FIM Environmental code which can be downloaded [HERE](#)





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**27. Hospitality**

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

27.2. Open flamed BBQ's are not permitted in the race paddock area until the end of the day after the last race has finished.

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

**28. Miscellaneous**

28.1. Competitors agree to authorise the organisers to use and license the use of images and representatives of the motorcycles and competitors competing in the championship for the

purposes of producing merchandise and promoting the championship.

28.2. 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.

28.3. The championship scrutineer and/or his/her 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 motorcycle registered within the championship. In addition, this will include wild card competitors.

## 29. Officials

- Championship Executive : Kyle Kumm (Furiosa Racing)
- Eligibility Scrutineer : Alan Boyter (Vendetta Racing)
- Championship Stewards : TBA

Any three of the above, combined may constitute a “Stewards’ Panel of Enquiry”.

## 30. Point Scoring

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

1st 25 points

6th 10 points

11th 5 points



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

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

30.3. Ties will be resolved in the following order:

- By considering the number of class wins.
- By considering the number of second places in class and third in class and so on.
- By considering the placing in all events run.

## **31. Insurance**

31.1. In the event of an accident, it is the responsibility of the licence holder where applicable to settle all medical bills first and then contact EMSO to obtain a claim form. Claims will be sent to the Insurance provider with the relevant hospital documentation to assess which part of the policy is covered under the terms and conditions. The insurance policy provided by EMSO exceeds the minimum requirement set by the FIA and FIM.

## **32. Anti-Doping**

32.1. The FIM is affiliated to the International Olympic Committee, and therefore operate within the code of the World Anti-Doping Agency (WADA).  
[www.fim-live.com/fileadmin/user\\_upload/65.720.10\\_En\\_AD\\_CODE\\_for\\_the\\_Web.pdf](http://www.fim-live.com/fileadmin/user_upload/65.720.10_En_AD_CODE_for_the_Web.pdf)



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- It is the responsibility of the competitor to know what can and can't be ingested or used. Always consult your doctor if you are unsure.
- Applicants using substances included in the WADA Prohibited list will not be accepted, except with a valid Therapeutic Use Exemption (TUE) approved by the relevant competitors doctor.

#### 32.2. Alcohol

- For safety reasons, riders must not participate in competition if they are found to have a blood alcohol concentration superior to the threshold of 0.10. g/L.
- The presence of alcohol in concentration higher than the threshold is prohibited in motorcycling sport during the "in competition" period. This period is deemed to be 12

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hours before the rider rides the motorcycle for the first time during the specific event and 30 minutes after the last race in his/her specific category.

- A violation of this will result in the rider being immediately disqualified from the relevant event. Further penalties may be applied at the discretion of stewards and EMSO.

#### 32.3. Medication and Drugs

- Applicants will not be accepted if they are using medication including those legitimately given by a health practitioner but may cause adverse side effects that could pose a risk to the safety of the rider or other riders during the event. This includes any drug that may affect their ability to have full and complete control of a motorcycle during competition.
- For any such reason that a rider may need to be treated with a prohibited drug at an event, it is required to submit a TUE immediately the day after the event in order to receive approval from their relevant doctor.

#### 32.4. Anaesthesia

- Riders will not be permitted to participate in practice or competition within 48 hours of receiving general, epidural, spinal or regional anaesthesia.

#### 32.5. Concussion

- Assessment of the injured rider and return to competition should be in accordance with the guidelines for the assessment and management of concussion, as contained within the Consensus Statement On Concussion in Sport – The 5th International



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Conference On Concussion in Sport held in Berlin 2016.

- If there is a suspected confusion once completing a recognised assessment such as SCAT5 or similar, the rider will immediately be removed from competition for the remainder of the specific event. Prior to returning, the rider will need to provide the necessary documentation from an assessment proving that he/she has returned to normal neuro-psychological function.

#### 32.6. Riders with special medical requirements

- Riders with certain medical conditions and who may require specific medical treatment in the event of an injury or have been to hospital in the last 12 months, need to inform the organiser by submitting this information with the relevant entry documentation as well as within their licence application (if applicable at the time).

#### 33. Protests, Appeals and Court Procedures

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



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shall be forfeited.

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

33.3. The offences are:

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

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

33.5. All protest fees to be paid in cash only. For technical protests, the protest fee plus a bond of 10,000 AED to be handed in cash to the Stewards at the time of handing in the protest.

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

33.7. On any national status event under the permit of EMSO, the procedure for protesting a decision will remain the same. The protest must be:

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





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

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

33.10. Should a competitor wish to appeal, they must inform the Stewards of the race meeting immediately of their intention to do so in writing. The Steward must immediately send all of the relevant documentation to EMSO.

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

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

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

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



### **34. EMSO National Court of Appeal**

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

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

34.3. Once the appeal court starts its first meeting, the chairman of the court shall:

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

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

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

### **35. EMSO National Disciplinary Court**

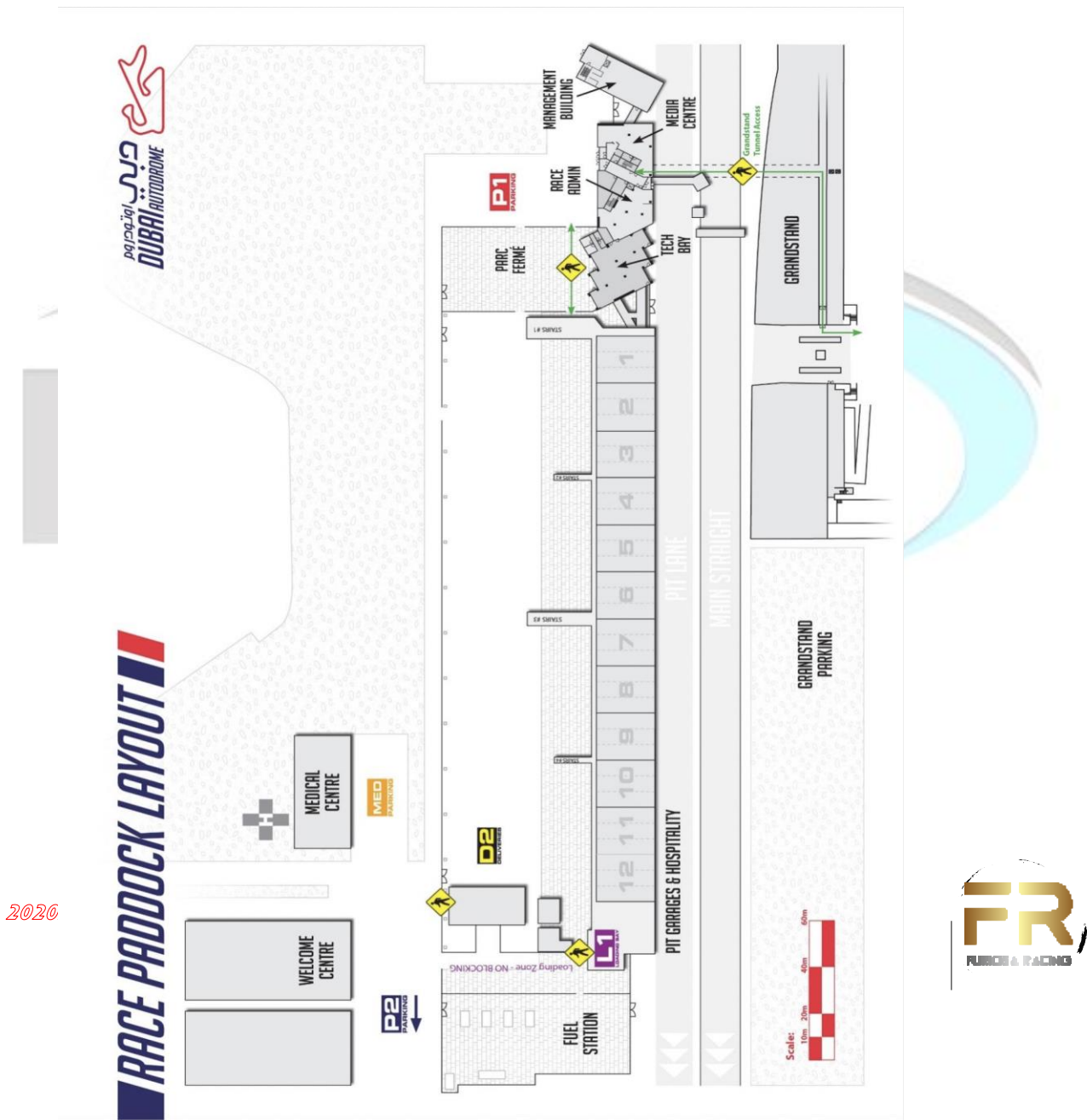


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35.1. In the event of a person being reported to EMSO for a breach of the Code of Conduct, EMSO may elect to bring the case in front of their National Disciplinary Court for consideration and if need be, action.

35.2. The National Disciplinary Court must follow the same procedure as that of the National Court of Appeals, but only convenes for conduct violations.

**APPENDIX: A**



2020

